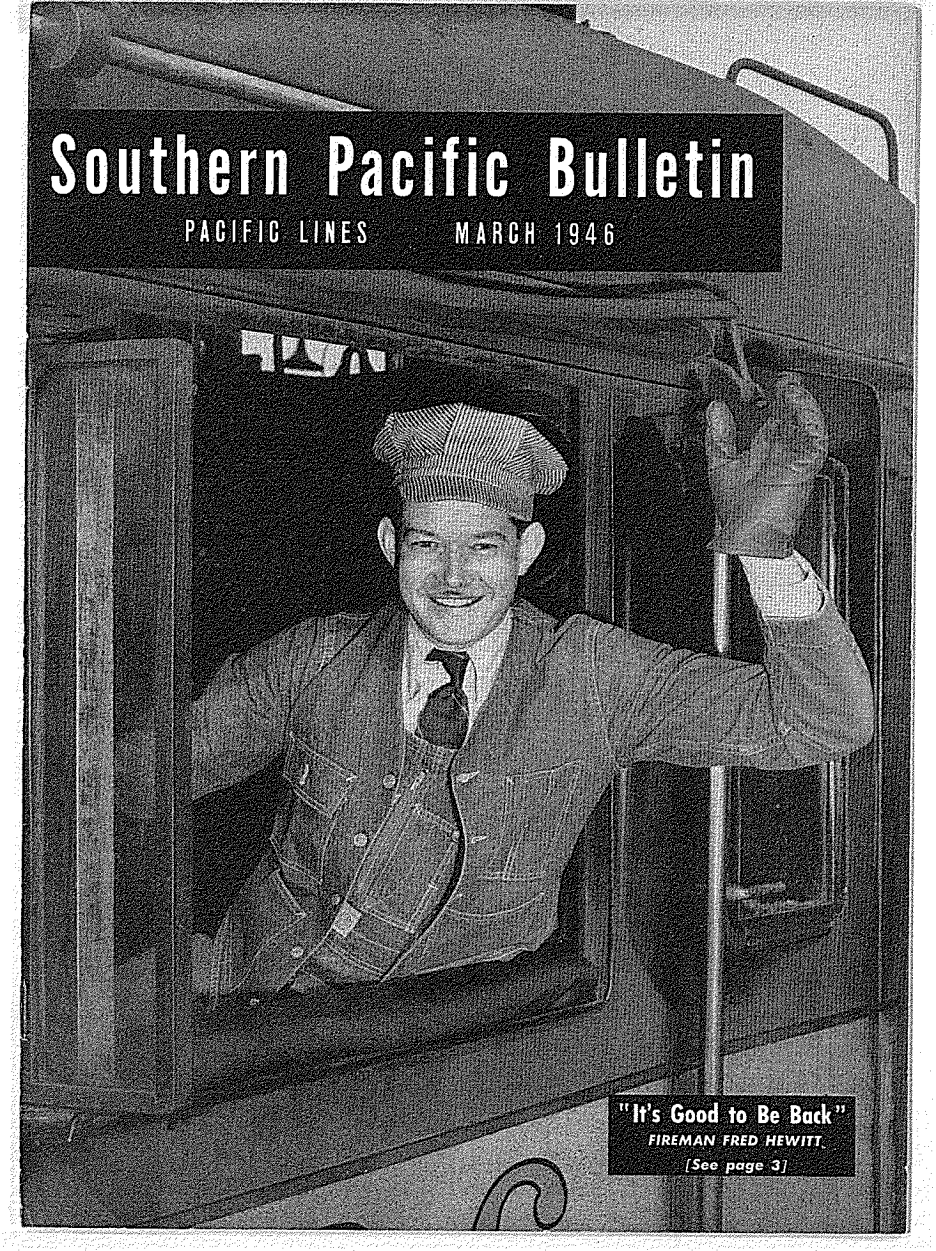
Southern Pacific Bulletin

PACIFIC LINES MARCH 1946



"It's Good to Be Back"

FIREMAN FRED HEWITT

[See page 3]

Southern Pacific Bulletin

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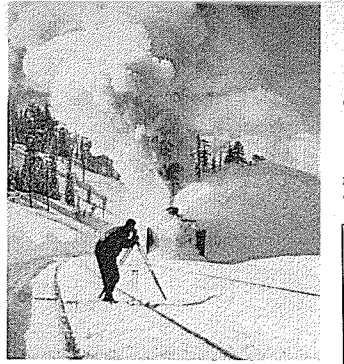


ACTION AND BEAUTY are recorded by Photographer Ray Bainbridge as his camera catches a rotary snow plow at work in the Sierra. This will be one of the sequences in the SP motion picture, "This Is My Railroad."

Sierra Snow Fighting Featured in SP Film

"LET it snow, let it snow, let it snow," is a chant that for the past few weeks has re-echoed through the Sierra Nevada mountains, where photographers are filming scenes for SP's movie, "This is My Railroad."

One of the picture's dramatic sequences will show winter operations over the 7,000-ft. summit of "the hill"—that is, if Old Man Winter will cooperate.

Ordinarily the snowfall is deepest in late February, but so far this season the greatest depth was recorded early in December (before preparations for filming had been completed) with only sporadic snowfall since. This makes for a pleasant winter for everybody except the photographers, but they haven't given up hope. Experienced railroaders like George McCormack, assistant division engineer, assure them that winter isn't over yet.

"What We Expect Of Our Boss"

IN ONE of the Human Relations supervisory conferences held at San Francisco last month, the members concluded that every person is entitled to expect certain qualifications in his supervisor that make for harmonious and efficient working relations. These qualifications, they agreed, apply to all types of work, whether it be section hand, red-cap, ticket clerk, machinist, locomotive engineer, chief clerk, superintendent, etc. In expecting these qualifications from those to whom they report, it was added, persons also should be able to demonstrate them to those who report to them. Here is what they listed as "What We Are Entitled To Expect Of Our Boss":

1. **That he know his job.**
2. **An understanding consideration of our problems, views and needs.**
3. **Courteous and consistent treatment.**
4. **Clear and definite instructions.**
5. **Necessary tools, equipment and materials to do good work.**
6. **Loyalty and support.**
7. **Fairness—no favoritism or discrimination.**
8. **Fair salary or wages.**
9. **Opportunities for advancement.**
10. **Appreciation and recognition of work well done.**
11. **Constructive criticism and advice (in private).**
12. **Definite information as to "how we stand."**
13. **Common-sense handling of all work and personnel.**
14. **A realization that the worker is an individual who is making a *voluntary* contribution to the success of the business.**

Members of the conference who drafted the set of qualifications are shown in picture below: Front row, left to right: Marguerite Scott, Blanche Kelleher, Dorothy Woodhull, Orrin Heinke (conference leader), Geraldine Jones, Ollie Roux, Veronica Rice. Middle row: W. F. McBrayer, J. W. Jackman, E. E. Escalle, F. W. Hesser, K. L. Ericksen, D. Compton, T. J. Leahy, E. V. Orr, Wm. Gohl. Back row: K. R. Belvin, H. Hodge, J. A. Scott, D. C. Kouns, C. G. Cross, J. E. O'Connor, R. M. Stevens, A. G. Mesmer, A. W. Sheppard, D. Olmos.

MEMBERS OF HUMAN RELATIONS CONFERENCE IN SF WHO TOLD WHAT THEY EXPECT OF THE BOSS (SEE ARTICLE ABOVE).

"GREAT TO BE BACK"

Returning SP Veterans Convinced Life In The United States Is Best In The World

SOUTHERN PACIFIC'S returning war veterans are coming home to their jobs with a keen feeling of optimism and confidence over the future of their country and their company.

This was disclosed in a survey conducted by the *Bulletin* last month, when 22 ex-service men were asked for their opinion on "how does it feel to be back?" All who were interviewed had seen duty overseas, some had been wounded in action, some had been decorated for unusual acts of valor. Selection of men to be interviewed was made through on-line *Bulletin* reporters.

Why the returning veterans think this is the greatest country in the world needs no explanation—the reasons are as old as America itself. But the factors on which they base their confidence in the future are interesting to all who helped win the war on the railroad front. These factors, representing a summary of all opinions expressed, are:

1. The come-through performance of SP men and women in meeting the responsibility of moving the bulk of the war load;
2. Improvements in facilities and methods, many of which were introduced while the Company was in the midst of the war job;
3. A strengthened spirit of cooperation all through the ranks;
4. Opportunities, without equal anywhere in the world, that the United States offers through our system of free enterprise and recognition of the rights of the individual.

Let's listen to what some of the fellows have to say on the subject.

Here's Richard Cutts, PMT driver at Los Angeles, who spent more than three years in the Navy as machinist first-class and took part in the European invasion. He says: "There is only one America, although sometimes it looks like there are forces trying to put our country into the same downtrodden category as that of European countries. The other countries are older and that is probably why they don't have the clean aspect of America. They aren't modern—at least not the parts of cities we saw—and the vast majority of people don't know what our common luxuries are and don't believe such items exist and can be had by just about every working man in America."

Roscoe Allen, assistant foreman of machinists, Ogden Shops, who saw service in France and Germany with a railway battalion, says: "I was overjoyed to return to this country with plenty of everything in comparison to those in which I served. The people of this country are certainly fortunate in being allowed, through our system of free enterprise, to determine their own destiny; we are allowed to engage in work or business suited to our abilities, to worship according to the dictates of our conscience, and to move about the country at will without interference from government. This is a great country and we should all be on the alert to see that it remains that way."

After having spent nine months with the Infantry in the Philippines and Japan, **John Vizzard,** brakeman on San Joaquin Division, makes this observation: "I don't know just how to say it—but I think this is the best place in the

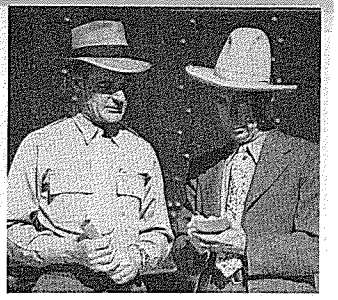
HONOR ROLL at Sparks bears name of Sheet Metal Worker Gino Ceccarelli, shown beside it. Gino was one of overseas veterans interviewed for article on this page.

"IT TAKES COOPERATION"

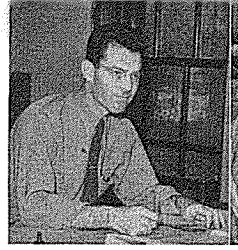
Smiling at you from the cover of this month's *Bulletin* is 25-year-old **Fred R. Hewitt,** fireman on Western Division, who returned to SP last January after serving in Africa and Italy with the 715th Ry. Operating Battalion.

Asked for his impressions of railroading at home, after a three year absence, Fred said: "What struck me immediately was the way the older fellows treat me. Before I went away I was looked upon as a greenhorn and the old-timers didn't pay much attention to me. But now they treat me like one of them—and it makes me feel good!"

Regarding the railroads' outlook for the future, Fred commented: "Some of us fellows were talking about an article in which President Mercier said a lot of our future depends on how we cooperate with one another. We agreed that's right. Take a couple of trainmen, for instance. If they don't get along with each other it isn't long before the passengers on their train are affected by it. And that's the way it is all along the line. Once upon a time that might not have mattered much; but today it's different. Railroading's no longer an old black engine pulling a string of dusty, creaking cars; it's these big streamlined babies and cars painted in bright colors, with the latest furnishings and conveniences—in short, it's first class! And the people who help run the trains and work in and around them, as well as those who meet the public, have to be first-class, too. Which means there has to be teamwork and cooperation."



INTERVIEWS with railroaders who returned from service in armed forces were obtained through cooperation of on-line *Bulletin* reporters. In picture above, Leroy Magers (right) gets opinion on how it feels to be back from H. T. Ankerson, general foreman, Tucson Shops. Below: Madelon Garrison interviews Austin Carter, machinist, at Roseville.



JOHN O'TOOLE—SEABEES
Salt Lake Division

RICHARD CUTTS—NAVY
PMT, Los Angeles

M. S. TINER—NAVY
Coast Division

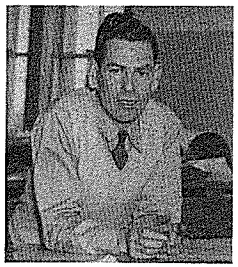
WARREN KILLICK—NAVY
Sacramento Shops

ROY BLACKMON—ARMY
Shasta Division

EDWARD BURTON—ARMY
Portland Division

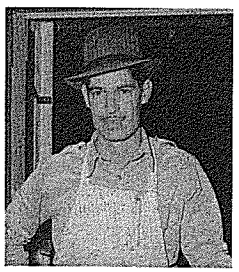
EARL SPILMAN—ARMY
LA Freight Station

ROY HOLZMAN—AIR CORPS
San Diego & Arizona Eastern

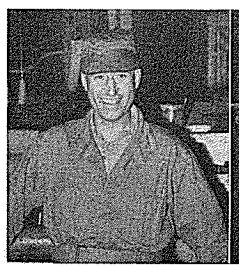


JACK BARTHOLOMEAUX—ARMY
Tucson Division

GABRIEL NAVARETTE—ARMY
El Paso Shops



ROSCOE ALLEN—ARMY
Ogden Shops



JOHN VIZZARD—ARMY
San Joaquin Division

CLIFFORD JONES—ARMY
San Joaquin Division

JACK BILLINGS—NAVY
Los Angeles Shops

WAR VETERANS WHO WERE HONORED BY GENERAL AND DISTRICT PASSENGER OFFICES IN SF LAST MONTH (NAMES ON PAGE 6).

world to live. I think everything is going along OK here, although a lot of guys are mixed up and gripe—but to me everything is a whole lot better than what it is over there. I don't think anybody in this country has anything to squawk about after seeing what other countries look like, and what they don't have. I'm sure glad to be home."

Returning to his job as machinist apprentice at Sacramento Shops after serving as water tender on the *Saratoga* for 27 months (he was aboard when Jap suicide planes nearly destroyed the ship), **Warren Killick** noted that "everything's been cleaned up and lots of improvements have been made. I got a swell break—the boss put me on a brand new machine! What's also very noticeable, is the change in attitude of the supervisors. They seem to be friendlier. It means a lot to be *asked* to do something after a couple of years of being *told* 'do this and do that.'"

Killick's opinions are echoed by **Austin Carter,** machinist at Roseville who, as metalsmith in the Navy, took part in the Philippine invasion. "There's a feeling that everyone's pulling together more than they used to," Austin says. "I think the way everybody worked together to get the war job done resulted in workers having more respect for each other."

Similar reactions were voiced by a number of others. **Lloyd Ray,** working as a steno-clerk in the Bureau of News, SF, after a four-year hitch in the Navy, says: "The few times I came home on furlough during the war I was impressed by the personal pride everyone took in making our railroad second to none in doing a war job. Now I find that, while the tension has disappeared, the pride in accomplishment is still evident among SP men and women."

Gino Ceccarelli, sheet metal worker, Sparks, who saw service in New Guinea, the Philippines and Okinawa: "While I was away the Company put the new back shop into operation. This, along with other improvements, is an encouraging sign that SP is going ahead all the time."

Edward Burton, fireman on Portland Division, who spent 13 months in the Pacific, mostly on Luzon, where he was wounded by a Jap grenade: "It's swell to be back on the SP and to feel you're a part of an organization which was vital in winning the war and is now engaged in transporting people and material for the fuller life which everyone at home and overseas fought to bring about. I had a chance to inspect Japanese locomotives and equipment and the contrast makes me glad I'm working where the safety and welfare of the employes are considered and their rights recognized."

One of the finest tributes that could be paid to railroaders comes from **Gabriel Navarette,** upholsterer at El Paso Shops. Gabriel was a captain in the famous 36th Division. He was wounded seven times in action in Italy and southern France. Assigned to lead a patrol of six men in advance of his company on a reconnoitering mission, he succeeded, although painfully wounded and despite heavy enemy machine gun fire, in silencing an enemy tank with a grenade and brought the patrol back by using enemy tanks for cover. So when Gabriel speaks of "teamwork" he speaks with authority. He says: "The spirit displayed by SP men and women in helping our country through the emergency was wonderful. Those at the front and those at home constituted a team and if one man failed to do his part it affected the whole team. I am proud to say the railroad folks didn't fail us."

Service with a Railway Battalion in India gave **Jack Bartholomeaux,** draftsman in division engineer's office, Tucson, a chance to compare notes. Says Jack: "It's fine to see the enthusiasm of my fellow employes. While over there we felt we were doing a real job and were enthusiastic about it but it didn't compare with the one we're doing here. We feel we are preparing for a bigger and better railroad in the future. And it's great to be back!"

Warning that our real test lies ahead, **Jack Wilkinson,** OS&D clerk at San Diego freight house, states: "In Germany I found that fundamentally those people wanted the same things out of life we are working for at home, only their methods of trying to achieve them are all wrong—that's why it's so wonderful to be home! We fellows in the service did our bit through a world emergency and now that we're out of the armed forces we've got a bigger job to do to maintain the principles and ideals we fought for."

Mingled disappointment and pleasure in conditions at home are indicated in the remarks of **Earl Spilman,** clerk in LA Freight Station. "For many months before my discharge," Earl explains, "I had planned a trip or some sort of relaxation period free from all the fear, hate, greed and selfishness that was part of war. Surely, I thought, all the people at home looked forward to peace the same as we did in the Army. After a short time in civvies I began to wonder just where was this long-sought peace and the things it stood for. On every side there still was greed, hate, fear, selfishness and confusion. *The economy so united during the war and capable of supplying the world's needs now couldn't produce a man's shirt!* Was it love of democracy and the highly-publicized four freedoms that had prompted the unification of our economy—or was it fear of survival? And what a dearth of statesmen! I was glad I had a job to go back to and two weeks after my discharge I was back at work. Being occupied I find I don't have time to be discouraged over economic problems. . . . Every consideration possible was given me by the Company in reestablishing myself. The cooperation and helpfulness of all the employes have been outstanding. The Freight Office had been enlarged considerably since I have been away, and many new faces are there. I was especially glad to see so many former coworkers still carrying on. Consistency of purpose is what brought success to the undertaking. Let us hope that the ideals for which so many have died find a larger expression in our daily lives, and let's live from the standpoint of a greater consideration for our fellow beings."

Roy Blackmon, who rose to the rank of lieutenant colonel in the Signal Corps, expresses this opinion from Dunsmuir, where he is 3rd wire chief: "After the job of building up a great war machine, it's impossible to expect things to return to normal overnight, but industry is doing a good job of returning to civilian production. And it's very encouraging to note the willingness to help men with potential abilities by giving them opportunities to better themselves."

Others whose opinions coincided with those quoted in this article were: **M. S. Tiner,** trainmaster's clerk, San Luis Obispo, who had four years in submarine service in the Pacific; **Hilburn Ankerson,** general foreman, locomotive dept., Tucson Shops who was a lt. col. in the 713th Ry. Battalion and later with the 7Cord Grand Division, serving in Africa, Sicily, Italy, France and Germany; **Burton Howard,** accident clerk in Supt's Office, Ogden, who spent 22 months overseas operating French and German railroads; **Jack Billings,** machinist, LA Shops, who was mach. 1/c in Navy for nearly 4 years; **D. C. Kilborn,** timekeeper in Office of VP&GM, Northwestern Pacific, who was with the Rainbow Division in the "battle of the bulge;" **Roy Holzman,** fireman on SD&AE, who served in Italy as sergeant in the Air Force; **John O'Toole,** draftsman in division engineer's office, Ogden, who was with the Seabees in the Pacific.

And **Clifford Jones,** B&B carpenter at Bakersfield, who spent 20 of his 41 months in the Army as a prisoner of Germany, summed it all up when he eloquently expressed his feelings in these few well-chosen words: "Nothing is as good as the USA for a home—I wouldn't trade an acre of this country for all the other countries put together!"

RUSSELL HEADS SACRAMENTO SHOPS

New Motive Power Superintendent Returns to SP After Distinguished Military Railway Service

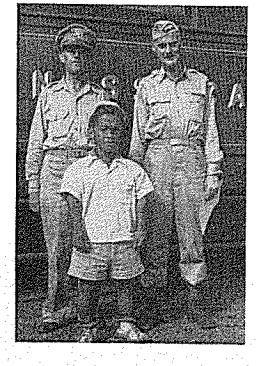
APPOINTMENT of Frank E. Russell, Jr., to superintendent of motive power at Sacramento Shops was announced effective March 1, following his release from the armed forces where he served with the Military Railway Service. He succeeds A. B. Wilson, who died Dec. 16.

During his career, Russell has become well known on Pacific lines, particularly on Sacramento Division where his wife and family have maintained their home while he was in military service.

Following in the footsteps of his father, Frank E., Sr., recently retired chief mechanical engineer, SF, Russell came to work as a special apprentice at Sacramento in August, 1928, and also worked at Roseville and West Oakland until August, 1935, when he went to Crescent Lake as night roundhouse foreman. He moved to Eugene as machinist foreman in August, 1936, and later that year went East to supervise construction of huge cab-ahead engines at Baldwin Locomotive Works. He returned to Eugene in 1937 and in Oct. 1938, transferred to Roseville as machinist foreman. Early in 1939 he again went to Baldwin when SP placed orders for more engines, and in May of that year his appointment to asst. master mechanic was announced. He was made master mechanic at El Paso in June, 1941, and advanced to asst. supt. of motive power at Los Angeles in August, 1942. The following October he entered the Army as a major.

While in military service, Russell distinguished himself in his supervision of heavy repairs to engines and freight cars on the Trans-Iranian Railway. He was promoted to lieutenant colonel, and awarded the Legion of Merit. The Major General commanding the Soviet Transportation Directorate in Iran cited him as "an outstanding expert in locomotive repair who has done everything in his power toward insuring efficient operation of locomotives in the Russian zone. His efforts created an atmosphere of sincere friendship and mutual understanding among American and Soviet railway employes."

After the Persian Gulf Command was inactivated, he went to the Philippines to help re-establish rail transportation there. A few months ago, while Russell was in the islands, Kip Farrington, noted railroad writer, brought back word that General G. H. Stewart, chief of transportation, had credited Russell with doing an outstanding job of railroad rehabilitation. Farrington was so impressed with the job Russell and his men were doing under terrific handicaps and conditions that were almost beyond belief, that he plans to tell of their work in a chapter on railway battalion operations in the Philippines in his next book, "Railroading from the Rear End."



IN THE PHILIPPINES where he directed the rehabilitation of rail lines, Lt. Col. Frank Russell, Jr. (left), was host to Kip Farrington (right), railroad author. The little chap was Russell's general handy man.

Passenger Department Fetes Returning Vets

AN occasion likely to be repeated at many points on the railroad took place in San Francisco, Feb. 11, when 180 men and women of General, SF and Peninsula passenger offices held a banquet in honor of ex-service men who have returned from the armed forces to work with SP.

Honored guests who attended the party (picture on page 5) includes: Wm. Stabler, L. A. Holmes, Thomas Norman, Thomas B. Norton, Wm. Walcott, Wm. Herbring, Ray Bowers, John T. Davies, Earl Arrell, Charles Barber, E. J. Perry, A. O. Erickson, Wm. H. Kirby, G. R. Miller, G. W. Anderson, Charles Ward, R. L. Prefontaine, S. E. Wallerstedt, Victor Bergman, Perry Spackman, Carl LaVo, Roger Pare, Milton Lazensky, John Morriss, James R. Lavelle, John B. Nickerson, Sam L. Anderson, John J. Connolly, Richard S. Brown, Ray Hornfeldt, Jack Maher, Jack Thomas.

Theme of the get-together was set in a message of welcome from C. E. Peterson, vice president, system passenger traffic, which said: "You have all done a grand job and your SP co-workers are proud and happy to welcome you back . . . but not once during our changes and progress have we forgotten you veterans. Nor have we forgotten the traditional and fraternal spirit of SP that flourished when you went away. Now that you have returned, this spirit shall reach greater heights."

Speakers on the program included L. C. Ioas and R. M. Gilmore, assts. to vice pres., system pass. traffic, and T. L. Chess, gen'l pass. agent, SF, who told of SP's efforts through modern sales programs, new streamliners and service features to capture and hold traffic in the years ahead. Frank Paquette, commander of SP Legion Post 412, in behalf of the veterans, acknowledged the honor extended them at the dinner. James J. McDonough, DPA, Palo Alto, was master of ceremonies. Arrangement committees were headed by I. R. Jarman, W. J. Quinn, A. P. Hardy and H. R. Chinn.

Discuss Ways to Reduce Freight Loss and Damage

FREIGHT claim prevention was the topic for discussion at meetings held recently at San Francisco, Sacramento and Los Angeles, attended by general operating and traffic officers, superintendents and others concerned with this vital matter.

It was brought out that the national freight claim bill for 1945 will be approximately 90 million dollars and that corrective measure must be taken to reduce this enormous waste due to freight loss and damage.

Southern Pacific is cooperating with shippers and receivers, it was explained, in seeking improvement in packaging and loading freight. What is also essential is that every railroader understand the seriousness of the situation and exert his best efforts for improved handling in his department, it was added.

Harry J. Nielson, asst. terminal superintendent at Roseville, died suddenly at his home in North Sacramento, Feb. 24. He entered Company service in April, 1920, as a switchman in Roseville yard and had worked as yardmaster and general yardmaster. In his latest capacity he was closely associated with expediting the tremendous flow of rail traffic through Sacramento Division terminals during the war. He was a native of Colfax.

PRESENTATION of Safety Awards to El Paso Shops men and women for best record on the system during 1945 was made Feb. 6 at huge safety rally and entertainment at El Paso Civic Auditorium (above). Inset shows W. G. Reid, supt. motive power, who was one of principal speakers and picture at right shows A. A. Lowe (left), supt. of safety, presenting one of the plaques to C. J. Pearce, asst. genl. storekeeper.

El Paso Shops Have Best '45 Safety Record

TO THE men and women of El Paso Shops went systemwide acclaim last month for the best Safety performance on Southern Pacific during 1945. Of the 1400 safety-minded employes at the Shops, only four suffered reportable accidents during the year, a ratio of 1.10 accidents per million man hours.

In recognition of this achievement, the Shops personnel was presented with plaques for first place honors among all 17 units on the System and for first place among the three general shops. Presentations were made by A. A. Lowe, superintendent of safety.

Scene of the presentations was the El Paso Civic Auditorium, February 6, with some 1800 workers and their families and friends in attendance. The stage was appropriately decorated with Safety posters and features.

Among the honored guests were L. P. Duke, acting mayor of El Paso; Chris P. Fox, vice president and general manager of the Chamber of Commerce, and a number of other civic and county officials. Other speakers included W. G. Reid, supt. of motive power; C. J. Pearce, asst. genl. storekeeper; C. B. McClellan, supvr. of safety; H. I. Zimmer, div. chairman, BRC; and F. J. Gutsch, representing Shops supervisors.

Entertainment provided by shopmen and members of their families included feats of magic; folk dances; instrumental and vocal solos.

NWP Safety Performance Wins Government Award

FOR having reduced the occurrence of personal injuries more than 50 per cent during the first six months of 1945, Northwestern Pacific Shops and Stores personnel have been awarded a certificate by the US Department of Labor.

Presentation was made at the quarterly NWP safety meeting on January 29. O. B. Cavanaugh, master mechanic, and J. W. Kelso, asst. to genl. storekeeper, accepted the award, which was presented by C. A. Veale, vice pres. and genl. mgr., in behalf of R. E. Donovan, regional representative of the National Committee for Conservation of Manpower in War Industries. Veale told the assemblage that letters of congratulation had been received from Senator W. R. Knowland and other government officials.

It was announced that during the second half of 1945 the NWP employes had achieved a reduction of 53 per cent from the 1944 performance for which they will receive another certificate.

Good-Housekeeping Winners Announced

FOR having operated with the highest Safety, Efficiency and Cleanliness during the past six months, Certificates of Merit have been awarded to these Los Angeles Division stations: Oxnard, Santa Susana, Santa Paula, Alhambra, Guasti, Beaumont, Calipatria, Brawley, Santa Ana, Bloomington, Wister.

Awards are made semi-annually as a feature of the LA Division's good-housekeeping drive. Sixty-two stations, divided into eleven groups according to trainmaster's territories, compete for the honors. Winners in each group are determined by a point system which allows 70 points for Efficiency, 15 for Cleanliness and 15 for Safety.

After two years of operation the campaign definitely proves that excellent results can be achieved through such a program, it was stated by H. R. Gernreich, superintendent. The program is directed by William Rountree, station supervisor, with the cooperation of Supt. Gernreich, Asst. Genl. Storekeeper C. H. Thompson, trainmasters, station agents, telegraphers, warehousemen and others.

BILLS by the million

Recording Freight Revenues Is SP's Biggest Accounting Job

By P. H. TODD
Auditor of Freight Accounts

FREIGHT ACCOUNTS DEPARTMENT is headed by, l to r: H. J. Kihn, asst. aud. frt. accts.; P. H. Todd, aud. frt. accts.; F. A. Howard, asst. aud. frt. accts. This largest of SP's accounting offices employs 750 men and women and maintains office hours, in two shifts, from 7:10 a.m. to 11:50 p.m.

FREIGHT trains, bringing to our doors the products of other communities, provide the greatest part of Southern Pacific's revenue and to properly record receipts for moving these goods requires a complicated series of detailed accounting operations. Last year we collected revenue from freight movements of more than 37 billion ton miles—that's the same as moving 37 billion tons one mile.

However, since accountants are conditioned to hurdle mountainous figures without breaking their stride, they are able to master this job without giving any special thought to its size. From the agent who initiates accounting for freight traffic to the clerks who close the audit, accounting procedure is as precise as the correct total of a column of figures.

A visitor to Freight Accounts Office in San Francisco may become so completely confused with a maze of procedures and terms such as waybills, abstracts, tariffs, commodity classifications, routing guides, land grant deductions, division bases, transit, stopover and switching charges, interline accounts both government and commercial, that when he hears someone mention "waybills passing junctions" he may visualize one of the small slips of paper waving to a switch tender from the open door of a box car as a freight slips smoothly through the switch.

But out of this seeming disorder eventually comes a comprehensive report that shows us what our freight revenues are and properly adjusts accounts with foreign roads.

Freight traffic is divided into two general types—local and interline. Local freight moves only on our own lines while interline freight is that hauled by more than one company. Both types are further segregated, for accounting purposes, according to government or commercial shipments.

Interline freight is catalogued in three general classes—interline forwarded, interline received and interline intermediate. Interline forwarded is that freight originating on our lines and moving to another railroad; interline received is freight coming to us from another company with destination somewhere along SP lines and interline intermediate is freight received from another carrier, moved over our road and delivered to another railroad.

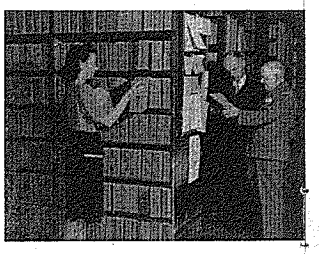
All revenues received from interline freight must be distributed among participating carriers in proportion to the part they took in hauling the goods. The carrier at destination is responsible for this apportionment. The distribution of this revenue every month is only one phase of freight accounting, but it is one of the biggest, most complex jobs in the department. Some indication of the size of the job is in the fact that we report over 125,000 waybills a month on interline traffic. Each bill must be audited for such things as rates, weights and commodity classes, as well as proper computation of charges.

Clerks must have a special knowledge of the terms that may have confused our visitor, who, as he moves through the department, sees where they fit into the picture of tallying our income from freight traffic.

First in importance is the waybill. It is the basic record for all freight accounting and is made up by the agent from information contained on the bill of lading prepared by the shipper on which is itemized all the goods delivered to the railroad. The bill of lading also shows shippers' and consignees' names, destination of shipment and if it is prepaid or COD.

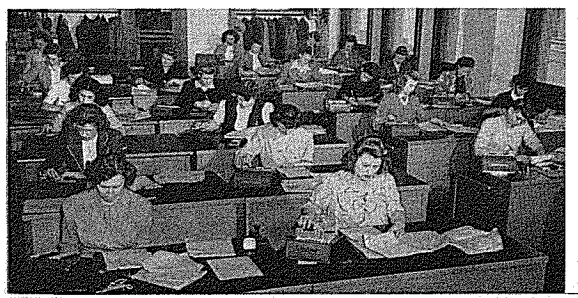
On the waybill the agent shows description of articles shipped, weight, freight rates and total charges. Generally, the waybill moves with the shipment to destination, where it is used by the agent to prepare a freight bill for collection of freight charges.

When received in Freight Accounts Office the waybill is put through an intensive auditing process. Each one is completely verified as to correctness of rates, weights, fulfillment of classification and tariff conditions, and is tagged to show SP revenue for use in compiling earnings estimates four times each month. To make sure a waybill is received for every shipment handled, waybills are checked against the report "Waybills Passing Junctions" form 922, a report filed when a car arrives on or leaves SP lines. Information on waybills is coded and key-punched on thousands upon thousands of cards, which are automatically sorted and tabulated so they can be used in the audit and also to supply a vast quantity of vital statistical data.



MILLIONS OF RECORDS are kept in file racks like these. Freight Accounts Dept. has five such installations where records are kept on a current working basis. L to r are: Dolores Campbell, Wm. Gohl and R. J. Wright.

CALCULATING BUREAU, less than half of which is shown below, is one of 14 bureaus where the intricate details of accounting for freight revenues are handled.



Finally, before waybills are ready for listing on interline reports they are hand sorted according to billing roads, routes, receiving stations and commodities, separated between carload and LCL shipments. Waybills are then passed to typing bureau for listing on forms 940 "Abstract of Interline Waybills Received," which also reflects basis for apportionment of revenue among carriers concerned. Two or more waybills are listed on one form 940 when they are identical in all respects.

Even after waybills have been recorded on form 940 abstracts there still remains considerable work to be done. Abstracts must be balanced by roads and receiving stations with agents' daily reports, to establish that abstracts are correct and complete. This involves the key-punching, sorting and tabulating of another set of cards, from the agents' reports.

Percentages of revenue due each participating carrier are noted on the abstracts after they have been typed and these percentages are converted to dollars and cents in the calculating bureau. Then, totals of each abstract are carried forward to recapitulations, with only one route reported on any one recap.

All recaps are put together in a single total and balanced against the grand total of agents' reports, after which they are summarized to determine balance due each foreign road. About 50,000 of these abstracts are made up each month and brought forward to more than 4,000 recapitulations. Such reports are made monthly to about 300 billing carriers. Abstracts and recapitulations, with summary, constitute basis for settlement of accounts.

Every railroad in the country makes this same type of report and their tabulations show the amount due us on business from our lines. If the difference between what they owe us and we owe them is in our favor we draw sight drafts on the foreign roads; if difference is in their favor they draw sight drafts on us for the balance.

To handle such a complex and extensive system requires alert minds and cooperative workers. It is a tribute to the men and women of Freight Accounts Office that, even with limited forces available, they have been able to handle the unprecedented wartime traffic load in the time allotted. This certainly could not have been done without the complete cooperation and coordination of agency forces. To you folks whose untiring efforts have made this possible we say "thanks."

And for your future reference, to help you keep your freight accounts straight, here are a few suggestions:

1. Show clearly station names and numbers. Equal care should be taken to properly show non-agency stations' names and numbers as in listing agency stations.
2. Be sure local waybills are not listed on Agents' Daily Interline report or interline items on local reports and that proper separation is made on reports between government and commercial business.
3. Make proper notations on waybills concerning incidental services furnished perishable shipments.
4. Correctly list car references on forms 927, "Daily Report of Interline Waybills Forwarded."
5. Promptly submit forms 922, "Waybills Passing Junctions." Be sure they are complete.
6. Show fully commodity descriptions on waybills.
7. Remit original paid freight bills in connection with refunds. Show draft references on refund documents.

Another important feature is the correct assessment of freight charges. Entirely apart from the considerable added work to both the agencies and accounting department, nothing causes more ill feeling toward the Company, and incidentally loss of business, than the presentation to shippers and consignees of balance due freight bills. Business transactions frequently are closed out between buyer and seller on basis of initial freight bill for transportation charges, and presentation of balance due bills at a later date creates dissatisfaction with the carrier.

Close attention to the application of correct freight rates is consequently a feature in which agency forces may not only lessen their own work and ours, but also help to make friends for the Company.

Bowling Tournament held in San Francisco by the SP Club was voted one of the most successful ever staged, with close to 100 bowlers taking part, including teams from Sparks and Sacramento. Pictures and results of the tournament will appear in next month's issue.

"THIS IS AMERICA," a regular radio feature sponsored by the Oakland Chamber of Commerce, in its broadcast, Feb. 14, told of Southern Pacific's vital role in serving the West Coast's biggest port of embarkation during the war and providing the nation with the vast resources of the West during peacetime. The broadcast, made direct from West Oakland yard, featured W. E. Eastman, terminal superintendent, who described handling of SP's traffic load through the port terminal. In the picture above, Eastman is shown (right) with Everett Claibourne, KLX announcer (left), and Engineer George Dreisbach. Eastman has received new appointment since picture was taken (see below).

New Appointments Made On Western Division

APPOINTMENT of W. E. Eastman to acting asst. superintendent, Western Division at Stockton, relieving E. F. Nassoiy, absent on sick leave, was announced effective March 1. T. F. Goodwin was named acting terminal superintendent at West Oakland, relieving Eastman.

Eastman started railroading with the OUR&D at Ogden in June, 1912, and came to SP as a brakeman on Salt Lake Division in May, 1920, advancing to conductor in July, 1923. From August, 1927, to March, 1932, he served as terminal trainmaster and brakeman on Salt Lake Div. Then he went to Portland Division as asst. trainmaster. The following May he transferred to Western Division and in July, 1941, was appointed trainmaster on Tucson Division. In Jan. 1942, he returned to Western Division as trainmaster and since Oct. 1942, has been terminal superintendent, West Oakland.

Goodwin has been in yard service in the East Bay area since Nov. 1907, when he started as messenger and yard clerk at West Oakland. He worked as yardman, yardmaster and general yardmaster until July, 1940, when he was named asst. terminal trainmaster. In August, 1941, he went to Richmond as asst. terminal supt. and returned to West Oakland in Feb. 1942, in that capacity. He has been terminal supervisor since Oct. 1942.

NEW TUCSON STOCK CORRALS

GREATLY increased efficiency in the handling of livestock through Tucson has been achieved by the relocation and enlarging of SP's stock corrals and through the addition of new facilities.

The new corrals, located outside the city limits away from main tracks and busy switching tracks, were opened last fall. They replace the old corrals, whose location in the east train yard had become increasingly undesirable due to construction of additional yard tracks and development of the surrounding district. They also replaced the corrals in the south yard on the old EP&SW track which were used principally for shipments originating or terminating at Tucson.

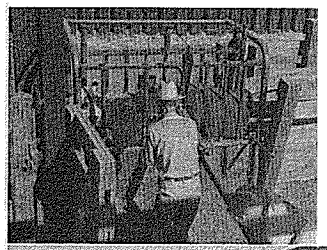
In contrast to the old corrals, which consisted of 19 holding pens with a total capacity of 65 cars and were equipped with five chutes for loading and unloading, the new installations consist of six 4-car holding pens, six 2-car holding pens, twelve 1-car holding pens and thirty 1-car crowding pens, with 15 chutes for loading and unloading from cars, and two chutes for truck loading and unloading. The crowding pens accommodate enough cattle to fill 30 cars, and the fifteen chutes allow simultaneous loading or unloading of fifteen cars. These facilities, coupled with the arrangement of gates, alleys and pens which permit a continuous flow of cattle while loading or unloading is in progress, effect a great saving in yard engines. Under the old system, an engine was needed continuously during loading and unloading operations, and it was estimated that in a year's time hundreds of engine and man hours were lost.

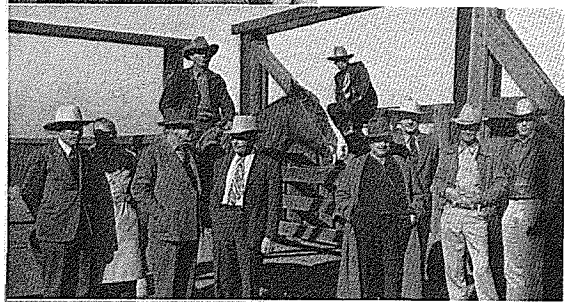
Enlargement and relocation of the stock corrals was done to meet the steadily increasing movement of livestock through Tucson, which has grown from about 2,150 cars in 1941 to around 6,000 in 1945. As many as 225 carloads of stock have been handled in one day, allowing five hours' rest period for each shipment, and as many as 750 head of cattle have been branded at one time.

Of considerable importance is the fact that this gr atly increased amount of business has been handled without complaints, G. A. Bays, superintendent of Tucson Division, points out.

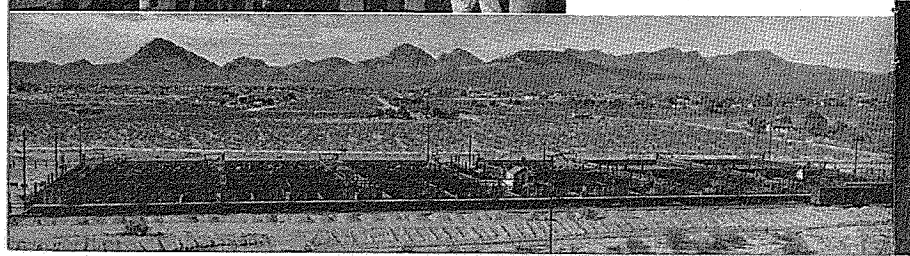
"Cattlemen are highly pleased with our new stock handling facilities," he says. "We have received compliments from prominent cattlemen and shippers. They all contend that our new corrals are the best in the Southwest for handling livestock. It is expected that stock shipments through Tucson will increase as these desirable facilities become better known to shippers."

YOUNGEST RESIDENT doesn't seem to share enthusiasm of cattlemen and railroaders over the new Tucson corrals.





NEW CORRALS for handling stock moving through Tucson are shown in panorama below. Picture at upper left shows branding stall, one of many conveniences provided at the corrals. In foreground in group picture are (l-r): B. M. Bragdon, div. examiner; E. L. Whaley, genl. yardmaster; T. W. Saul, div. engineer; E. H. Haase, B&B supvr.; W. G. Currier, trainmaster; G. A. Bays, supt.; and Cattlemen W. O. Palmer and J. P. Doles. In background on horse is W. H. Steens, corral employe, and the buckaroo riding side-saddle on the corral gate is Leroy Magers, asst. chief clerk in supt's office, and head *Bulletin* reporter for Tucson Division.



Election of Officers for SP Rod and Gun Club of San Francisco for 1946 resulted as follows: Herb Reiner, president; Al Spamer, 1st vp; Frank Collins, 2nd vp; Charles Regalia, secty; Ed Schacht, treas; John Reine, sgt-at-arms; Joe Potter, historian; Lew Schley, publicity. With many of its members returning from the armed forces the club is looking forward to a full program of outings for the coming year.

Operating Results

FOR THE month of January, 1946, Railway Operating Revenues of Southern Pacific Transportation System amounted to $41,964,352, or $9,037,757 less than the revenues for the same month of 1945; an 18 per cent decrease.

During the same month, Railway Operating Expenses were $31,930,118, or $3,983,912 less than the expenses for the same month of last year; an 11 per cent decrease.

Railway tax accruals, including $2,985,786 for Federal taxes, and $1,119,085 for other taxes, totaled $4,104,871, or $4,872,019 less than such accruals for January, 1945. After deducting taxes and $1,527,665 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $4,401,698, or $329,990 more than the Net Railway Operating Income for January, 1945; an 8 per cent increase.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. For the month of January, 1946, the final result was a Net Income of $2,975,081, which compares with a Net Income of $2,486,791 for the same month of last year, an increase of $488,290, or 20 per cent.

Retired Superintendent J. D. Brennan Passes

JOHN D. BRENNAN, retired superintendent of San Joaquin Division, died at General Hospital, Feb. 23, following a brief illness. He was 73 years old.

Southern Pacific was still a young railroad when "JD" started firing a wood burning locomotive between Sacramento and Truckee in 1892. He later worked for several rail lines, returning to SP in 1902 as a brakeman on Coast Division. In 1905 he advanced to conductor, became a trainmaster in 1916 and went to Shasta Division as asst. supt. in 1925. He served in that capacity on Western Division from 1927 to 1931 when he was named superintendent of San Joaquin Division, retiring in June, 1941.

Railroaders will long remember "JD's" ability as an operating man, his technique in handling emergencies, but he will be remembered longest for his genial and friendly attitude in dealing with people—fellow-workers as well as people outside the Company. Section hand and high official were all railroaders to him. He was a friend of youth, a booster of young men—a factor that probably had much to do with his never-failing good humor. He has often said "I have lived through some major earthquakes, floods and depressions, but I never saw a situation that was made any better by a bad temper."

Following his retirement from the railroad, Brennan made his home in San Francisco where he served for two years as general manager of a large contracting company, after which he quit the industrial field entirely.

He is survived by his widow, Ida Mary, and a stepson. A number of relatives are members of the SP family.

DIED IN MILITARY SERVICE

PREVIOUSLY reported missing in action, **Irel Dayley**, fireman on Shasta Division, now is listed as dead. Recent official word tells of his being killed by anti-aircraft fire while over Tinian in June, 1944. He was AMO 2/c, gunner on a Navy bomber.

Charles E. Summer, former brakeman on Western Division, was killed in action over Tokyo, Jan. 28, while serving as a sergeant in the Army Air Corps.

Belated reports tell of the death of Dr. **Oscar F. Nolan**, urologist at General Hospital, Nov. 22, 1944. Dr. Nolan was serving with the medical reserves as a major at Letterman Hospital and was drowned while on a fishing trip.

Booklet Tells Story of SP's Colorful History

THE Southern Pacific historical story, *75 Years of Progress*, chapters of which were first published in the *Bulletin* during 1944, has been revised to include the entire war period and is available in booklet form to employes and friends of the Company.

The 56-page booklet is generously illustrated and includes a detailed index for the convenience of those who wish to use it for reference purposes.

A limited number of copies are available. A copy may be obtained through division, shop, stores and other departmental offices, or by writing to the Bureau of News, Southern Pacific Company, 65 Market Street, San Francisco.

Service Pins to engineers, active and retired, who had been members of the BofLE for more than 25, 30 and 40 years were awarded by Division 692 at Tracy last month. Chief Engineer E. S. "Red" Glanville presented pins to W. P. Weston, J. A. Negrich and C. F. Gibson (40 years); D. C. Bailey, H. L. Clements, J. W. McMannis, Herman Walker, T. F. M. Jones, O. P. Wooten, J. J. Hogan, A. R. Shaw, W. F. Medlin, C. E. Draper and D. J. Welch (30 years); W. E. Dalton, H. E. Schroder and J. L. Podesto (25 years). Presentation was made at a banquet given by Division 692 and Division 126, Grand International Auxiliary of BofLE. The affair fired the opening gun for postwar Brotherhood joint entertainment and meetings in Tracy, similar to those of prewar years when the engineers and the "lady engineers" took turns in putting on a dinner once a month.

SAFETY AWARDS were presented to Coast Div. winners at meeting in San Francisco, Feb. 14. Making presentation (extreme left) is K. B. Harman, safety supervisor. He is shown presenting special award to Tom Armstrong, signal supvr., whose department went entire year without reportable injury. Holding similar award is Verne Landon, elec. supvr., and at right is F. H. Gwinn, general yardmaster, San Jose, with award for best performance among group of yards in which it competed. In background are J. B. Dawson, div. engineer, and J. J. Jordan, supt.

More than one million miles of telephone and telegraph wire are used by the railroads in connection with their operations.

Fellowship

RETIREMENT CEREMONIES, going-away programs for associates transferring to new locations, welcome to returning service men and social events of various types brought together the SP men and women shown here. Three pictures directly below were taken at retirement ceremonies for R. N. Twietman, coach cleaning foreman, SF; Herbert Cox, section storekeeper, Brooklyn; Alfred Arends, machinist welder, LA Shops. Twietman is hatless man in front row of 1st picture; Cox is 2nd from right in front row, 2nd picture; Arends is holding traveling bag in 3rd picture. For details of their service see Retired column.

25th ANNIVERSARY of SP Square & Compass Club, a Masonic social club formed to help L.A. Div. railroaders become better acquainted, was celebrated Feb. 7 by 350 members and guests (above). At right are (front row, l-r) Geo. Leask, junior past pres.; Geo. Oppenheimer, vp; Jess Squires, pres.; Chas. Beaver, vp. Back row: Chas. Beck, director; Tom Mercier, club's 1st pres.; Geo. Huber, director; Geo. Eisen, mc; Herman Nebel, director; Geo. Bridges, Secty.-treas.

GOING-AWAY PROGRAMS were held at Ogden for D. C. Miller, who transferred from Salt Lake Div. to Shasta Div. as signal supvr. (Feb. *Bulletin*); at Tucson for H. C. Morrison, who was promoted from asst. dist. storekeeper, Tucson, to lumber agent, Portland (see Promoted); and at Portland for H. G. Vance, who transferred from Brooklyn Shops to El Paso Shops as master mechanic when F. A. Schilling returned to Brooklyn after serving as major with the 705th Ry. Grand Division (Feb. *Bulletin*). Miller is in center of small picture above, with (left) V. M. Petterson, supt., Salt Lake Div., and Carl T. Ray, div. engr. Morrison is in other picture above, receiving token of esteem from fellow workers, with J. R. Dunlap (left), asst. supt., PFE Car Dept., making presentation. Vance and Schilling are 1st and 2nd from left at speakers' table in picture below.

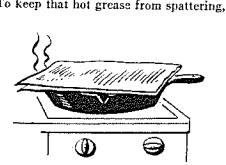
SP DAYLIGHT POST No. 576 of American Legion, LA, was host to World War II vets at a dance on February 21. Picture shows part of the huge crowd which numbered more than 400 couples.

THE SP Family AT HOME

By **GENEVIEVE CALLAHAN and LOU RICHARDSON**
Nationally known foods writers and consultants

FOR really good eating, you can't beat fried chicken. To make that chicken the best ever, try it this way:

To serve 4, get a heavy fryer (or 2 smaller ones) so as to have enough for a real feed. Have market man do the cutting up. Keep well chilled until time to cook. Roll each piece in flour that's been well salted and peppered. Use your biggest and heaviest skillet (or skillets) to do the frying. Put in enough shortening to cover bottom of skillet about ¼ inch deep. Have shortening hot before you put in the meat. Put in big pieces first (legs, thighs, breast), then the bony wings and backs and, last of all, the liver. Turn heat low, fry slowly, turn pieces frequently. Cook 30 to 40 minutes until each piece is well done. To keep that hot grease from spattering,



lay a paper towel over the whole business (see drawing). This lets the steam escape, but at the same time keeps down the spatters. With heat turned low (as it must be for good chicken) there's little danger of the paper towel catching fire.

Lemon Gelatin Dessert

A dessert that's popular right now is one made of evaporated milk and gelatin. To make it, pour a tall can of evaporated milk into refrigerator tray and let it freeze until ice crystals begin to form. Meanwhile dissolve a package of lemon-flavored gelatin in 1½ cups hot water, add ½ cup honey, a pinch of salt, grated peel of a lemon, and 2 tablespoons lemon juice. Chill until syrupy. Then, in a big bowl, whip that cold evaporated milk, fold in syrupy gelatin. Crush 12 graham crackers fine, put half of them in the bottom of a 9 x 12 inch baking pan, pour in the gelatin mix, then top with remaining crumbs. Chill 3 hours. Cut in squares to serve. Makes 12 good servings.

Good Idea

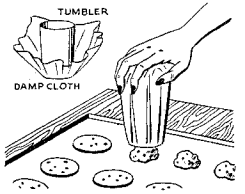
When you're going to crush crackers for crumbs (as in the recipe just given), put the crackers into a paper bag before rolling or crushing. Makes less spilling.

Good Cookie Recipe

Here's all you'll need to make 4 dozen crisp, delicious, easy-going cookies.

½ cup seedless raisins
½ cup shortening
¼ cup water
¾ cup sifted flour
½ teaspoon soda
½ teaspoon salt
½ teaspoon nutmeg
1½ cups uncooked rolled oats
1 cup brown sugar, firmly packed
½ cup chopped nuts
1 teaspoon vanilla.

Over very low heat, heat raisins, shortening and water just until shortening is melted. Cool. Sift flour, soda, salt and spice into mixing bowl, add rolled oats, sugar and nuts, and mix well. Add cooled raisin mixture and vanilla and blend well. Chill. Drop by teaspoonfuls on baking sheet, then flatten each ball of dough by pressing with a drinking glass, the bottom of which has been covered with a damp cloth. Bake in a moderate oven (350°) 8 to 10 minutes. Remove at once from pan. Makes about 50 lacy, chewy cookies.



For Easy Ironing

Before you sprinkle those rayon blouses and such, try them with a not-too-hot iron and see if they don't iron better without sprinkling. That's true of many of the new fabrics. If there are heavy wrinkles, sponge that portion lightly with a damp cloth, then iron.

Sunday Dinner

Fried Chicken
Mashed Potatoes Gravy
Green Beans with Chopped Onions
Cabbage Salad
Lemon Gelatin Dessert Coffee

By making the dessert on Saturday, you can get this dinner on the table from start to finish in less than an hour. Use canned or frozen beans—no work to fix.

Sunday Supper

Rye Bread Sandwiches Spread with Pimiento Cream Cheese
Deviled Eggs Pickles
Dessert left from Dinner Hot Tea
Cookies

If you haven't any soft butter to mix with those egg yolks in making deviled eggs, use a little cream. Zip up the mixture with a little vinegar and some mustard.

A female shopper is a woman who can hurry through a department store aisle 18 inches wide without brushing against the piled-up glassware, and then drive home and knock the doors off a 12-foot garage.

KEEPING IN TOUCH WITH OUR SP FAMILY

here and there along the line

Sacramento Division

Head Reporter: **J. A. Collins**
Supt's. Office

ASSISTANTS: **G. F. McCormack**, asst. div. engineer; **W. W. Boyd**, dist. timekeeping; **Madelon Garrison**, "Sparky" **Heilbron**, Roseville; **J. O. Johnston**, Gerber.

A very happy person was Rose Ellen Persons, general foreman's clerk in the Master Mechanic's Office at Roseville, when her husband, Lt. Donald, arrived in town recently from Tinian on a 45-day furlough. They made a quick trip to New York to visit Rose's parents.

Firemen who have returned to work on the Sacramento Division include: Ollie L. More, Ridgley McCrary, William A. Baker, Thomas G. Novi, Robert E. Cowen, Edward C. Epling, Francis R. Bews, Robert C. Morrill, LeRoy L. Neifert, LeRoy H. McKinley, Walter B. Way, William M. Field, Melvin B. Schaffer, Frank F. Sessa, Gordon L. Painter, John G. Herman, Jr., Jack W. Hayes, Robert A. Belote, Charles E. Novak, Richard T. Brown, Henry J. Midkiff, Lem C. Warwick, Thomas A. Jordan, Wm. S. Covington, Ken R. O'Boyle, Earl H. Bohn, Harry L. Mansuetti, Lee M. Wilson, Robert J. Fluharty.

Sacramento Shops

Head Reporter: **Fred Moseley**

ASSISTANTS: **W. J. Lambert, R. R. Johnson, John F. Davis; D. L. Joslyn**, photographer.

Welcome home to a few more veterans who now are back on the job after serving with the armed forces. George Zenovieff, back from the Navy, is at work in car machine shop. Jackson W. Moore has taken up where he left off as machinist in car machine shop. Charles M. Jolly is out of the Navy and working again as electrician apprentice in the electric shop. Ralph J. Nardella is back as helper in car shop, No. 9. Robert Wilson is home from Japan and other Pacific areas where he served as lieutenant in the Army. He plans to return soon to car shop, No. 3. Dr. Roy Jones, eye, ear and throat specialist, is back at SP's Sacramento hospital.

George Tetlow of the tool room was elected vice president of Tamarack Ski Club of Sacramento at its January meeting. . . . Eddie Klaiber, recently retired after 25 years with SP as a machinist, has opened a small repair shop. . . . A little extra service was given here on a recent pay day. Margaret Yinger was the payroll clerk—now, come pay day, all the fellows look just a little neater. . . . Karl Herrman, blacksmith, is very proud of his new case hardening plant and shows it by the way in which he keeps the place so spic 'n' span. . . . Once each week Mary Fernandez, machinist helper, makes the rounds of the Shops with her goggle wagon, servicing and cleaning gorgles for all the workers. This service helps reduce eye injury and improve workers' efficiency.

A Valentine dance was held by members of Sheetmetal Workers, Local No. 5, Feb. 9. A large crowd of SP folks turned out to enjoy this social. . . . Eight Southern Pacific bowling teams are entered in the City of Sacramento Bowling League. Leading the SP entries is the team from car shop, No. 3, which is in third place in the league.

Golden wedding anniversary was observed Feb. 11, by Mr. and Mrs. Paul H. Fahles at their home in Sacramento. Paul worked at the Shops for 37 years, retiring seven years ago as machinist. . . . "Sunnybrook Club," composed of members of the machine shop, held its fifth annual meeting recently and elected new officers. Chosen were: William Davis, president; Joseph Nardella, vice president; Harry Hanger, secretary-treasurer, and Barney Martinella, sergeant at arms. Plans were laid for an active program during the coming year. This club did a big job during the war, boosting all humanitarian drives such as War Chest and March of Dimes and in supporting the war loan campaigns.

Pacific Motor Trucking

Head Reporter: **R. J. Spence**
General Office

ASSISTANTS: **E. A. Gibson**, central district, SF; **O. M. Melsheimer**, southern district, LA; **G. R. Hodgkinson**, eastern district, Tucson; **Carl Cegile**, northern district, Portland.

From the Eastern District comes news of service men returning to their jobs. Lee D. Zehr, chief clerk in District Office at Tucson, is back on his job after serving three years in the Air Corps as staff sergeant. Lee was back home in time to welcome his new daughter, Karen Lee, who was born Jan. 4. . . . Ernest L. Snyder, who served three years in the Army, much of it overseas, is back in linehaul service as a driver between Tucson and Coolidge. . . . Homer Davenport is back at his old job of third trick foreman at Tucson after serving two years with the Navy in the Pacific theater. . . . Thomas Wolfe is also back on the job. He saw overseas duty with a submarine division.

Joe Crain, superintendent at Tucson, is home after having served as technical sergeant with the Signal Corps in the Leyte and Okinawa campaigns. One of his first comments was that winter in Leyte can not compare with the brisk, refreshing winter weather of Arizona.

Tucson Division

Head Reporter: **Leroy Magers**
Supt's. Office

For the first time in several years we had a snowfall last month in Tucson and over the eastern end of the Division. Many of the younger married folks were out early showing their offspring their first snow. Even the old heads got a kick out of it. Some of our returning veterans didn't particularly appreciate the cold weather as they expected to come home to our usual sunshine and warm days. Among those who returned during the past month are Borden J. McMahan and Jack Bartholameaux of the Division Engineer's Office; Harry A. McCoy, telegrapher; Ernest N. Black, brakeman, and Clerks Julio J. Arias, Woodrow P. Lagle, Dan C. Olney, Ralph E. Johnson, Jr., and Robert J. Cowin. Bob informed us his father, Jack, retired trainmaster, is now living in Sacramento. . . . An old "Salt" dropped in to see us Feb. 15. It was Elmer Burns, telegrapher, who had just been discharged from the Navy. He is taking a rest before returning to work.

The MofW Dept. reports a line change at Tully, eliminating the horseshoe curve there, greatly reducing curvature and shortening the line more than 2,600 feet. Other improvements now underway include an additional 23,000 feet of yard track being laid at Phoenix.

Tucson's annual rodeo started Feb. 22 and in accordance with local custom the folks in the office dressed in western style. Those in the timekeeping bureau went all the way with the men even raising a crop of whiskers. Judging by Leo Lee's crop they were really lulus.

Division Engineer T. W. Saul is back on the job having recuperated from his illness. . . . Asst. Supt. B. S. Sines is still in Chicago on special duty. . . . George Taylor says it was nice of the Company to close Phoenix freight office in honor of his birthday—Feb. 22.

SP CLUB OF SALEM, latest to join the list of employe social clubs on SP lines, has been growing rapidly since it was organized last year by Yardmen Homer Robinette and Steve Marecek. First big event was a summer picnic, followed by a dinner dance in October, a basket social in December, a New Year party and last month a "hard-time" dance. Club officers are Homer Robinette, pres.; Lewis McKinney, secty.-treas.; and Engineer Clyde McClung, Conductor J. E. McCarter and Car Inspector Emil Flotz are members of the executive committee.

Los Angeles Shops

Head Reporter: **Leo D. Temple**

ASSISTANTS: **E. R. Stephenson, Dorothy McMullin, F. A. Elliott, A. C. Fraser, Vito Giampietro, H. E. Costello.**

Home from the wars to their jobs are Claude D. Billingsley, mach. helper; Chris C. Brutscher, carman helper; William M. Carr, boilermaker helper appr.; Steve J. Disimoni, carman helper appr.; Paul W. Eblet, machinist; E. W. Fredrickson, carman helper; Angelo V. Gallina, carman helper appr.; Joseph A. Gilmartin and Percy G. Jordan, Jr., mach. helper appr., Gustavo Lopez, freight carman; Roy N. Millice, Jr., draftsman; Hubert A. Mink, carman helper; Louis G. Moreno, sheetmetal worker helper appr.; George R. Myers, machinist; George M. Reinhardt, mach. helper; Chester C. Roberts, machinist; Richard H. Roberts and Kenneth L. Sims, mach. helpers; Julius J. Sztikar and Alfred C. Tedesco, carmen helper appr.; Robert Q. Todd, mach. helper; Manuel R. Varela, boilermaker.

Stores Department

Head Reporter: **Jack Griffin**
San Francisco

Los Angeles **A. J. Lafranchi**

During the past month the following fighting men have been welcomed home by LA Stores: Carlos Guerra, helper; Cooper Patrick, store deliveryman; Thornton Rud, truclift operator; Antonio Dalbo, helper; James Kindelon, laborer.

As expected, the "Larks" annexed the championship in the mixed doubles bowling league with the "Yardmen" taking runner-up honors. (Picture of the league members will appear in April *Bulletin.*) In the sweepstakes held immediately after the league's conclusion, Art Hayek snared the lion's share of the honors, taking first place in the men's singles and gaining the top bracket in the mixed doubles paired with E. Gerdes. Eve Thrasher was tops in the women's singles, followed by M. Burt. Jim Lafranchi was runner-up in the men's singles, while Ted Peterson and Eve Thrasher tagged second place in the mixed doubles.

Sacramento **Verna Raiff**

R. J. Thomas has returned to the Stores as asst. chief clerk after having worked in the Sacramento Shops as work dispatcher during the war. He is a proud father these days since receiving word his son, Ray, Jr., recently was awarded the Bronze Star Medal for activities in the ETO. . . . Our sincere sympathy goes to Roy Whitfield, stock book typist, who lost the sight of one eye while chopping wood. . . . Welcomed back from the armed forces are Dale Ellis, Paul Hockabout, Dominick Puma, Wallace Birdsall, Roy Coborn, Geo. Jones, Virgil Nott, Cosme Valdez, Ray Griffin.

West Oakland Stationery **M. Santi**

A large cake was shared by the Stores gang Jan. 25, commemorating birthdays of Timothy Hynes, shipping clerk, and Julian Sabato, helper. Julian's birthday is Jan. 7, while Tim's is Jan. 24. . . . A farewell party was held Feb. 3 for August Gomez Carrillo and Guadalupe E. Robles, Mexican Nationals, who returned home Feb. 26. They were presented with a token of appreciation for leaving their homes to help speed the wheels of victory. . . . Mavis Burkett, helper, was honored at a farewell party, Jan. 30, prior to her departure for Minnesota where she plans to marry her childhood sweetheart.

Illness has kept several of our folks in the hospital recently. Ray Bannister, stationery stockman at Annex "A," is recovering from an illness in General Hospital. . . . Dorothy Brill, helper, is also in General Hospital recovering from an operation. . . . Clare Skinner, helper, is back to work after her illness.

Additional floor space for storage has been provided the Stationery Store in the old Electric Inter-urban building. An overhead bridge has been constructed between the two buildings, connecting the present storehouse with the new facilities.

Telegraph Department

Head Reporter: **"Pat" Dowd**
San Francisco

"DW"-Portland **Margaret D. Lynch**

Hearty welcomes were extended to returning veterans and folks back from sick leave and leaves of absence. Leslie MacLennan, clerk in DW office, is again on the job after his release from the Army, ending an absence of nearly four years. . . . Rodney Frykholm is back in DW office. His biggest rush after returning from overseas was to get married. . . . We are glad to see Henry Hill of Brooklyn yard office, back at work following a seige of flu-pneumonia. . . . Wanda Beswick has returned to the JO office from an extensive trip that took her and her husband, on leave from the Navy, to Canada and through all but four of the 48 states.

"HU" (LA)-On Line **C. W. Cooke**

Preparations are again being made for handling waybills by telegraph. Marcia Gregg and Rae Carpenter are breaking in on this work at the LA freight office under the supervision of Andy Freeman. . . . Mae Johnston, ranking seniority member from HU office, is back from a 90-day sick leave and has taken the position of printer supervisor. . . . Jim Mason, fifth telegrapher, bid back on his division and is now first trick operator at Mohawk, Arizona. . . . V. C. Honeycutt has returned from Navy service to third trick operator at Araz Junction. . . . Edith Dunlap, phone message operator, plans to leave soon for Mexico City for a long anticipated vacation trip. . . . A honeymoon trip in the east last month was enjoyed by Mechanician Fred Miles and his bride following their recent marriage.

Pacific Fruit Express

Head Reporter: **Jeanne Weber**
General Office

ASSISTANTS: **William Stockheimer, El Paso; R. B. Mitchell, Watsonville Junction; William Bachman, Roseville.**

C. A. Richardson, superintendent of refrigeration at San Francisco, has been named chief engineer of a refrigerator car test and research program of the Association of American Railroads in Chicago. Richardson heads a special committee of mechanical engineers, carriers, shippers and refrigerator car builders in this AAR-sponsored project to improve refrigerator car designs.

Dennis B. Wisby and Aarne H. Pernu have returned to their positions of yard clerks at Roseville after serving with the armed forces. Dennis was with the Marines in the Pacific theater and was twice wounded. Aarne was a sergeant in a Railway Operating Battalion in the Pacific. . . . Omar McDaniel and John H. McIntosh have resumed their duties at El Paso. Omar was a sergeant with the Army and John was first class storekeeper with the Navy. . . . Recent returnees at San Francisco include: Bruce Smiley and Thomas Brosnan, Army; Donald Carlson and Kenneth Kiehne, Navy; Helen Leffmann and Gerald Johnson, Marines.

Salt Lake Division

Head Reporter: **Hugh O'Neil**
Div. Eng. Office

ASSISTANTS: **Max Gardenswartz, Eddie Flores, Dale Giannotti, Sparks; Alberta Ward, Montello; H. B. Lukey, Imlay; Dorothy Moore, Carlin.**

Hearty greetings to the following service men who came back to their jobs with SP: Joe E. Agerrebere, carman; Tolly W. Akers, brakeman; Aldon A. Arigoni, piper helper; John B. Aymar, trucker; James A. Balmain, machinist helper; Everett B. Barney, carpenter; Frank J. Calhoun, machinist; Howard L. Cory, car oiler; Frank Decario, mach. helper; Henry T. Drodwell, plumber's helper; Harold W. Fyffe, Arthur K. Haight and Eric A. H. Hoffman, brakemen; Donald M. Hobbs, fireman; Martin J. Huerta, section laborer; John A. Marini, sheetmetal worker; Harvey E. Muirhead, yardman; Charles G. Parigini, fireman; Golden O. Peterson, carpenter; Floyd M. Ray, hlrmkr. helper; Lawrence P. Reedy, brakeman; Irvin Smith, laborer; Edwin J. Stone, electrician; William W. Thoma, yardman; Leland L. Valentine, fireman; Harry E. Van Dover, clerk; Lee M. Wheeler, mach. helper; Alfred J. Watkins, laborer.

Supt. V. M. Petterson has received commendations from David Dotta, mayor of Elko, for the good job track and signal forces have done in reconstructing crossings in Elko. Two switches were removed from three crossings in the city; new rail, ballast and paving were installed and wig-wag signals set up.

Ole Carlson, crew dispatcher, is recovering from injuries received in a recent auto accident. . . . Kenneth V. Guerrero, carpenter and Paul Moore, Jr., supplymen, have enlisted in the Army.

Coast Division

Head Reporter: **G. B. Knudsen**
Supt's. Office

ASSISTANTS: **Marian Milroy, div. timekeeping; Domenica Barbero, supt's office; June Sindici, MofW, SF; Myrtle Gorman, local freight, SF; Dave Marx, Watsonville Jct; R. McClintock, Dale Blossom, S. W. McCarley, San Jose; Harold Jaeger, San Luis Obispo; Fred Romani, Bayshore.**

Ticket Clerk R. B. Green at Guadalupe, is fortunate his wife is a good cook. She bought a well-known cake flour, used the recipe on the box and the cake was delicious. The cake flour company was running a "name for the cake" contest. Since the cake was so good she selected a name and sent it to the contest. Several months later she was judged the winner—the prize, $2,500. . . . Engineer Elmer Grove was presented a gavel, handmade by Carman Lawrence Leitner, at his initiation as worshipful master, King David Lodge, Free and Accepted Masons, at San Luis Obispo.

Coast Division Engineers' Barbecue Club held its annual dinner at a downtown SF, restaurant, Feb. 23. Guests of honor were engineers who retired during 1945. They were: W. C. Bullard, I. T. Boop, Charles Dunbar, E. A. Duncanson, R. C. Dutcher, W. C. Fifield, M. C. Heyn, Wm. Hoegendyk, Frank Mason, Frank Merrill, O. W. Pieper, G. W. Rubottom, F. J. Shaw and F. B. Simpson.

4th & Berry Freight **Myrtle Gorman**

Johnny Mullarkey and Sam Tobias are guardians of a new family in Shed E. They acquired their new wards when the mother, a cat that has become very popular at the sheds, attempted to move her six new-born kittens to an overstuffed chair. Two of the kittens died in the shuffle, but the rest of the family are romping around the shed. . . . Bouquets to our girls and those of the timekeeping office for their work in support of the Red Cross. The girls visit Army hospital wards every other Wednesday, cheering up war casualties for whom the war definitely is not over.

With spring in the air the freight office boys have been bitten by the baseball bug and have organized a team that is warming up for its annual classic with San Carlos. Last year the "City Boys" suffered two defeats by the San Carlos "Country Boys" and they're out for revenge. The first game will be played as soon as the San Carlos field is in condition to play on.

Service men returning to their jobs here include: Gordon Ridley who has just been discharged from the Army as a major after serving at Pearl Harbor and Saipan. Bob Ryan and Joe Gelardi are both back from the Pacific and, after comparing notes on Luzon and other Pacific spots they saw, agreed San Francisco is the best. Dick Farrell, truclift operator, is back on the job after three years in the Army, 14 months of which were spent in the South Pacific and ETO. Louis Nappi, truclift operator, is home after 26 months servicing Army planes in India. He was in service 42 months. C. S. McMillan also put in 42 months with the armed forces, 28 of them in the South Pacific. Now he is back at work on the platform.

SD&AE Railway

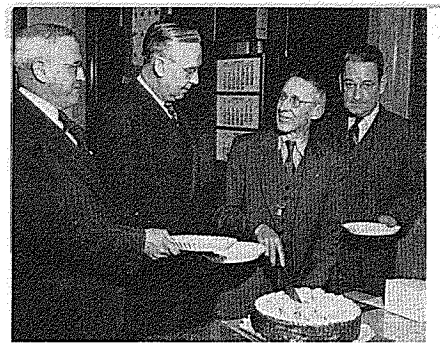
Head Reporter: **J. W. Grosdidier**
San Diego

"Welcome home" is a frequent and warm expression around here these days as more and more service men return to take up their jobs. Alton Dickerson is back at work as section foreman of the San Diego yard gang. Alton served with the Army and went through the New Guinea campaign and on into the Philippines, returning home from M. ila via San Francisco. . . . Robert Yenawine was a first sergeant in the Field Artillery and served in Europe. He returned from Ulm, Germany, with the 37th Infantry, to his job as warehouse foreman at San Diego freight station. . . . James J. Hartigan, S 1/c on a combat transport in the Pacific, participated in the invasions of Lingayan Gulf, Ie Shima and Okinawa, among others, and once again is back as brakeman.

Portland Division

Head Reporter: **Howard Bailey**
Supt's. Office

Commendations are in order for a Eugene yardmaster who, by his prompt and proper actions, recently handled a situation that might have resulted in a serious accident. Yardmaster J. D. Riggs was driving along the highway paralleling the right-of-way near Harrisburg when he saw a part of a load of piling in the center of the main line where it had fallen from a truck as it crossed the tracks. He hurriedly drove down the highway a half mile and flagged an oncoming freight train. . . . Frank C. Lathrop, asst. division engineer, Portland,



50th ANNIVERSARY of service with SP was observed by William H. Mathews, record clerk in the Manifest Bureau, Superintendent of Transportation Office, SF, Feb. 8. Picture taken at office party shows Bill serving cake to some of his many friends who dropped in to extend congratulations. Left to right: H. W. Klein, assistant vice president, system freight traffic; C. H. Grant, superintendent of transportation; Mathews and G. C. Baker, general superintendent of transportation.

was guest speaker at Jefferson High School Engineer's Club, Jan. 30. He told engineering aspirants "What the railroad expects of a young engineer."

Among recently returned veterans at Eugene are Alwyn F. Tischer and Carl B. Veltman, yardmen; Brakeman Wallace B. Sears; Clerks Harvey E. Harmon, Edward J. Hostick, Doland L. Caton, Harry L. Chase, James T. Boyd and Wayne Schroeder; Firemen Delbert Herbert, Basil W. Wilson, Richard J. Hutcheson and Vivian E. Roundy; Car Oilers Kenneth P. White, Joe E. Prevosky and C. R. Mischler. . . . Lt. Col. Russell W. Humphreys, Eugene yardman, returned from the ETO in December after serving in the Transportation Corps as chief transportation officer at the port of Liverpool, England, chief of transportation at LeHavre, France, and superintendent of transportation at Port of Ghent, Belgium. He has taken a leave of absence to attend University of Pennsylvania to study for his masters' degree in transportation.

Shasta Division

Head Reporter: **C. E. Sirianni**
Supt's. Office

ASSISTANTS: **Aurora Baca, Dunsmuir; Frank Peyton, Klamath Falls.**

We're happy to see so many familiar SP faces home from the war. Among those sporting "ruptured ducks" are: Everett Young, Tony Wicklund, Lloyd Davis, Art Baca, Leo Landriault, Richard Swayze, Ben Gregory, Marvin Schilling, Joe Barajas, Joe Gibson, W. Burns, Floyd Farmer, Gale Humphreys, Don Walker, Tom Graham, Tony Alcala, Earl Meyer, H. Gilmore, Don Wilsey, R. Bectel, B. Johnson, Farris Stanton, J. Wilson, Fred Brieno, Hendrickus Smidt, Davis Roberts, Elmer Gilmore, Lawrence Daggett, Bill White, R. Ballenger, M. Ries, Salvador Padilla, "Chuck" Taylor, Al Needham, D. Jennings. (Sorry girls, you may look but be careful who you touch. Most of these boys already are husbands.)

The MofW office in Dunsmuir has had a face lifting and a new paint job. The partitions separating Signal, Track, B&B and Water Service departments were taken down so that now we are one happy MofW family. It has been painted in standard colors of pale jade green and cream.

Our sincere sympathies to Mr. and Mrs. John Marin who received word that their son, Sergeant Robert P. Marin, was killed in an airplane accident on the island of Crete, Dec. 14, 1945. Bob was a machinist apprentice at Dunsmuir Shops before joining the Army Air Force three years ago. For 22 months he had served in Europe. His mother is machinist helper and his father is boilermaker at Dunsmuir Shops.

Northwestern Pacific

Head Reporter: **Wm. S. Wollner**
San Rafael

While some NWP folks are returning from military service, at least two others have entered the armed forces during the past month. One is Don Newton, rodman from the Engineering Dept. The other, Wesley McDowell, eldest son of Fireman A. R. McDowell, at home on a 90-day furlough, will re-enter the Army for another three years. In the past three years he has served in England, France, Holland and Germany. . . . Frank Pelletier, B&B carpenter, has returned after three years of exciting service. He was in the D-Day invasion of Europe and fought in the battle of the bulge where he was one of only 15 men in his company of 240 who survived one encounter. . . . Three MofW workers from Santa Rosa have been discharged from the armed forces. Johnny Dias has returned to his job after five and a half years in the Navy. Sperro Johnson and Andreas M. Tourlos plan to return to work in the near future. . . . J. L. Durnford, for many years an NWP agent, has been promoted from captain to major in the Army Transportation Corps.

Andy and Frances Anderson have decided to become farmers. They recently bought a ranch at Novato and are spending their weekends planting fruit trees and otherwise improving the landscape. Andy is chief MofW clerk and Frances is cost analyst in Division Engineer's Office and *Bulletin* reporter. . . . Rizieri Simoni, section foreman at Healdsburg, retired Jan. 1, having completed 41 years' service with NWP.

Catherine Jane Wosser, one of a family that has been on the NWP payrolls for several generations, died Jan. 30. She was the sister of W. S. Wosser, locomotive engineer, and Mrs. Florence Rutherford of the General Manager's Office.

MofW-VP&GM **Frances Anderson**

After serving several years in the armed forces, Lt. Joel B. Cudney, former burro crane operator, has returned to NWP and will serve as asst. track foreman. . . . Johnny Roche of San Rafael, is acting as foreman of B&B Gang No. 1 while Frank Williams, regular foreman, is away on sick leave. . . . B&B Foreman A. Gallagher recently added to his nimrod trophies a Canadian honker that weighed 17 pounds and measured five feet, ten inches from tip to tip.

Among the improvements being made to help provide better service is the installation of tracks at Santa Rosa to serve icing facilities which will be built by PFE. These facilities will mean a great saving in time and expense in switching and in handling ice and fruit. . . . At three points along the line section workers are replacing 75-pound rail with 110-pound rail.

Tiburon **Lois A. Sanders**

When Carman Guy Weems retired Feb. 8, employes of the Car Dept. at Tiburon held a testimonial in his honor. Guy served with the Company more than 22 years. . . . John Campagna, carman, is back on the job after spending several months in General Hospital with a foot infection. . . . Welcomed back after more than three years in military service is Harold R. Mason, carman. Harold served with the Seabees.

General Office

Freight Traffic **Carol Machol**

More and more veterans are returning. Within the past month we have welcomed back Joe Riordan to the Manufactured Products desk, Charlie Johnson to the Tariff desk, Lloyd Bergstrom to the Merchandise Traffic Division, George Kilmer and Lloyd McVeigh to the District Freight Office and our ex-Spar Marjorie Gott, to the Tariff Dept. . . . Cpl. Sterling Andrews stopped in to say hello; says he hopes to be back with us about June. . . . Sorry to see Leroy Bear leave our hallowed halls. Roy retired February 1 and plans to spend some time in Mexico. *Buena suerte, Senor.*

After a 24-months' silence, George Van Dyke called his wife from Switzerland. She was so excited, all she could do was yodel. Sort of reversing the usual procedure. . . . Jack Sheridan, now out of uniform, says he may not have learned much transportation in the Army, but he sure learned about horses—he was an assistant veterinarian. . . . Wow, that's sure one strong little daughter Ed Symons has! After playing (?) with her one evening he went around for a couple

of days with his arm in a sling. Easy to see the women rule that household.

Our best wishes for a quick recovery to Evelyn Hanson who went to General Hospital with foot trouble. . . Speaking of illness, it seems the Freight Department has an official "nursemaid" in Jack Orthman. Any time someone is ill, Jack is there to lend a hand. He's thinking seriously of taking a first-aid course. . . . Shirley Diemer and Julie Coleman threw a baby shower for Helen White, recently of our department, who will soon be known as "Mama." . . . We're all wishing Bill Mitchell of our District office the best luck in his new job. He is leaving SP for the NYNH&H. . . . Also leaving the DFO is Mildred Minx who is going to Canada to marry Flight Sgt. George E. Ogilvie. They plan to live in Port Eric. Brrrr! Better take your long woolies, Mildred. . . . Sincere good wishes to W. C. Fitch, general freight claim agent, who has been ill for some time. . . . Gene Doyle, one of our returned veterans, is leaving the Manifest Bureau to return to University of San Francisco.

Engineering **R. J. Dettling**

One of the big social events around General Office last month was the dinner-party given in honor of William F. "Bill" Monahan, who retired recently as general track supervisor. More than 200 guests attended, some of them coming from as far as Ogden, Tucson and Klamath Falls, to extend their best wishes to "Uncle Bill." Entertainment featured local talent in mixed roles of Irish and Mexican origin. Arrangements were headed by Tim Haggerty. E. E. Mayo was toastmaster and Charlie Conlin was master of ceremonies.

Among those to whom we recently have extended a hearty "welcome home" from the armed forces are Allan H. Barringer, Remo Piers, Tom Gamberutti, Bill Rathmell, Joe Smith, Cecil Fultz.

VIRGILIO CELLI retired as yard foreman, San Jose, after more than 41 years' service and fellow employes staged a big party in his honor. Celli is shown (center) with Frank H. Depew (left), roadmaster, San Jose, and John Knight, head clerk, Coast Div. MofW Dept., San Francisco.

Motive Power **Gene Egan**

"Little Joe" Leitner has returned to work in the AAR Bureau. Joe was with the 20th Tank Battalion and saw action in the battle for Munich, which was termed "one of the most vicious pitched battles of the war." Resistance before the Reich's third largest city was cracked by Joe's tank battalion, part of the 20th armored division, and was then withdrawn while Infantry occupied the city. . . . Other service men who have returned to work after being discharged from the Army are Philip Freeman and Ray Duncan, draftsmen, and Riley E. Kelley, asst. head file clerk.

Aud. Freight Accts. **Des Sekany**

A gala welcome home party and dance is being planned in honor of returning AFA war veterans, to be held April 23, at Hotel Bellevue in SF. Novelty entertainment will head the program. Arrangements are being handled by Larry Lewis, Art Boyle, Dolores Campbell, Peggy Green, Judy San Phillipo, Beverly Thompson, Bill Gaul, Kay McCole, Arthur Hart, Jean Roberts, Bill Gohl and Des Sekany.

Gen. Aud. & Asst. Gen. Aud. **Bernice Mitchell**

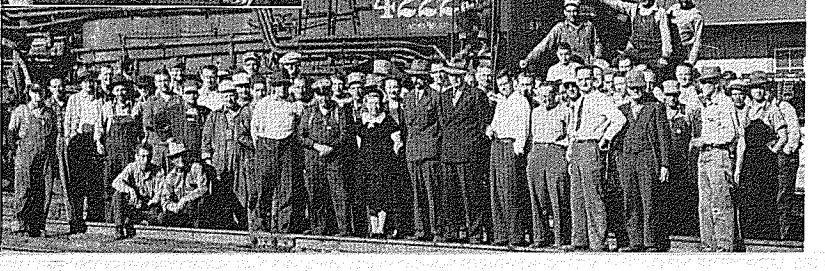
Among service men returning to their positions with GAAGA are Roy Duggan, Leonard Goldsworthy, Phil Kelly, Fran McCarthy, E. J. Hannau, Clifford Kendal, R. J. Pearson, J. J. Solari of the Army; R. P. Bliss of the Army Air Corps; N. W. Wiley of the Coast Guard, and from the Navy are W. R. Biglow, Henry Hudson, J. M. Lydon, J. P. Gallagher and J. J. Lynch. . . . Roberta Cragle and Alice Alexander are enjoying reunions with their husbands after many months of separation. Roberta's husband was in the South Pacific more than eight months with the Navy. Alice's husband returned home from Germany after 15 months with the Army. . . . Elsie Brash, chief clerk of typing bureau, has reason to be happy—her son, Bill, recently arrived home after two years in Europe. . . . Verna Duste has returned to the typing bureau after an extended visit with her husband who was stationed in Maryland. He is now out of the Army.

Milan Gregovich of Corporate Accounts Bureau, has added his artistic touch to some hand-painted neckties—he has given them a Hawaiian atmosphere replete with Hula girls. Milan did the art work on our office letters and bulletins to service men and designed the Christmas party programs. He is always coming up with trick cartoons and caricatures of folks around the office. . . . Melba McCullough's muscles were moaning and groaning after recently spending a weekend skiing at Long Barn. She says it was worth it, though.

Claims **G. W. Luhr**

We're happy to see our folks returning from military service and extend them a hearty "welcome home." Among recent

WM. L. "POP" BARRETT, popular locomotive engineer on LA Division, retired in January after 41 years' service. He is shown at left with Mrs. Barrett and below with friends at Indio who bade him a fond farewell. "Pop" is proud of his part in SP's war job, estimating he was at the throttle of engines pulling hundreds of troop trains and well over a million tons of war material.



GOLDEN SPIKE LODGE 926, Brotherhood of Railway Clerks, held its annual dinner and dance in Ogden, Feb. 15. Some of the participants are shown above. Committee in charge of the successful affair included Lorraine Call (chairman), John Roberts, Vernon Allen, Ruby Wheeler and George Gibbons.

GOLD STAR is pinned on H. O. Peters, special agent, NWP, by Frances Anderson, cost analyst and *Bulletin* reporter, following presentation by the Tamalpais Revolver Club. The star, engraved "Special Agent, NWP," was presented to Peters for his outstanding leadership as president of the club for the past 10 years. Among other NWP personnel present were C. A. Veale, vice pres. and gen. mgr.; H. A. Cole, Ken Hawkins and A. V. Anderson. How Peters has won fame as a trainer of police dogs was told in the May, 1945, *Bulletin*.

returnees are Leroy A. Cowan, claims agent, who worked at Bakersfield prior to entering the Army in Oct. 1942, serving with the Air Service Command in France as a sergeant. He now is claims agent at San Francisco. . . . John D. Caldwell, former claims adjuster, is now claims agent at Los Angeles. John was a technical sergeant operating as a special agent in the Army's Counter Intelligence Corps. . . . Louis M. Comte was a lieutenant in the Quartermaster Corps and now is back on the job as claims adjuster at Oakland Pier. . . . Howard E. Knapp, Jr., is once more at his desk as clerk in General Claims Office, SF. Howard was a sergeant in the Field Artillery.

Promoted & New Jobs

OPERATING: **Stanley H. Bray** to road foreman of engines, Western Division, after nearly three years' service with the 705th Railway Grand Division which operated railroads in India. Bray started with Southern Pacific as a fireman on Western Division in Feb. 1907 and advanced to engineer in August, 1917. He served with the Navy during World War I, returning to his position as engineer in Dec. 1918 and in April 1922 went to General Office as fuel inspector in the former fuel bureau. He served on San Joaquin Division as road foreman of engines from August 1923 to Sept. 1926 when he went to Salt Lake Division, working there and on San Joaquin Division as trainmaster until March 1938 when he was named asst. supt. of Salt Lake Division. In July 1939 he returned to San Joaquin Division as asst. supt. and went to Western Division as road foreman of engines in July 1941. He held the rank of colonel when released from military service.

Victor H. Weigart to chief clerk in the office of vice president of operations and general manager, SF, He first worked as a clerk on Western Division in May 1913, holding various positions there until May, 1922, when he became a clerk in the appropriation bureau in the President's Office. He advanced to head clerk of the bureau in June 1926 and the following September the bureau was transferred to VP&GM Office. He was named chief clerk of the bureau in Dec. 1935 and has been asst. chief clerk in VP&GM Office since Jan. 1939.

Frank G. Clisham returned from military service to his former position as chief clerk to superintendent, Coast Division, SP. His first position with the Company was a messenger in July 1924 and he held various jobs on Coast Division until March 1934 when he was named secretary to asst. superintendent. In June 1936 he became secretary to superintendent and was appointed chief clerk in May 1939. He entered military service in April 1943 as a captain in the SP-sponsored 705th Railway Grand Division which served in India. He left the rank of major when discharged from the Army.

George C. Carlson, returned from service with the 705th Railway Grand Division in India to his former position of chief clerk to supt., San Joaquin Division. In June 1923 he started as a station clerk on San Joaquin Division and held various clerical positions until July 1938 when he became asst. chief clerk at Bakersfield. He was appointed chief clerk in May 1939. He entered military service in April 1943 as a captain and advanced to major prior to being discharged.

H. M. Hale to agent, Phoenix freight station. Starting in August, 1920, as a clerk on Coast Division he worked there and on Tucson Division as telegrapher until Feb. 1923, when he became agent-telegrapher on Tucson Division. He went to Rio Grande Division as agent in April 1941, returning to Tucson Division as agent-telegrapher in August 1942. Since March 1943 he has been station supervisor on Tucson Division.

William E. McKissick to station supervisor, Tucson Division, succeeding Hale. He started as a clerk on Tucson Division in Sept. 1920 and since March 1944 has been chief clerk of Phoenix freight station.

A. Miller to general yardmaster at Sacramento. **Ray Vorhees,** recently returned from overseas service in the South Pacific, to cashier at Oakdale station, Western Division.

William T. Haberly to trainmaster at Carrizozo, Rio Grande Division, after serving with the Army as a major in Europe. He has worked with Southern Pacific since May, 1915, when he started as a switch tender on Coast Division. He worked as yardman, brakeman and clerk on Coast, Tucson and Shasta divisions until Nov. 1936, when he became relief yardmaster on Coast Division. In Oct. 1937, he was relief stationmaster on Coast Division and was named asst. trainmaster there in Oct. 1940. He went to Rio Grande Division as trainmaster in Sept. 1942, and entered the Army in Feb. 1944.

MOTIVE POWER: **Dan F. Schrieber** to machinist foreman at West Oakland roundhouse. He started railroading in March 1924 and came to Southern Pacific in May 1937 as a machinist at West Oakland.

Theodore T. Bruck to foreman of passenger car repairs, West Oakland, where he first started with the Company in Sept. 1929. He has worked as freight car builder, carman and foreman inspector of passenger cars.

Edwin Hoglund to foreman of passenger car repairs, West Oakland. He came to SP as carman apprentice at West Alameda in Sept. 1927, and went to West Oakland as car inspector in June, 1941. Since April, 1944, he has been asst. foreman of passenger car repairs.

John R. Harrigan to machine shop foreman at Los Angeles Shops. He started work there as machinist apprentice in June, 1925, and also has been asst. foreman of machine shop. On four occasions he has served as material inspector on new equipment projects in the east.

Henry W. Clancy to foreman car repairs at Tracy. He started as carman apprentice at Roseville in April, 1936, and worked there until March, 1941, when he transferred to Klamath Falls as carman. He went to Tracy in May, 1941, as carman and was promoted to foreman car inspector in Nov. 1943. He served in the Army from May, 1945, to Jan. 1946.

ENGINEERING: **Charles G. Kaehms** to detector car supervisor in charge of the operation, construction and maintenance of detector cars on Pacific lines. Kaehms started in the Engineering Dept. in August, 1923, as a draftsman and went to Western Division as signalman in August, 1927. He returned to the Engineering Dept. in August, 1933, as asst. detector car operator and has been detector car operator since Oct. 1937.

POLICE: **Jesse J. Hodges** to special agent on Portland Division, succeeding M. L. Coturri, who retired last month. Hodges entered Southern Pacific's Police Dept. in Nov. 1924, as patrolman at Brooklyn, Oregon. After filling assignments as train rider, Albany, and Investigator, Portland, he was named asst. special agent with headquarters at Eugene in March, 1937.

Vincent W. Masson to asst. special agent at Eugene. He came to SP in June, 1926, as patrolman on Los Angeles Division, transferred to Portland Division as patrolman in August, 1936, and was promoted to investigator at Portland in Oct. 1941.

TRAFFIC: **L. J. Powers** to district passenger agent at Kansas City. He entered service at St. Louis as city passenger agent and transferred to on-line duty as traveling passenger agent at Salinas in Feb. 1943. He has been agent of the Government Reservation Bureau in New Orleans since Oct. 1944.

P. M. Orth to agent of Reno station ticket office. He started work on Salt Lake Division in June, 1923, and transferred to the Reno ticket office as ticket clerk in August, 1934. In July, 1942, he was named traveling auditor.

J. A. Hankenson to TFA at San Luis Obispo after three years in the Army where he was a major in the Transportation Corps. He was traveling passenger agent at Salinas when he entered military service in Nov. 1942.

G. W. Bennett to traveling freight and passenger agent at Boston. His previous experience with SP has been at the Buffalo, N. Y., agency where he started in March, 1923, as a stenographer. He served as rate clerk and chief clerk in that office until August, 1926, when he became city freight and passenger agent. He was named traveling passenger agent in May, 1934.

Paul T. Kocher to traveling passenger agent, New York, after serving as a captain in the Army. He entered SP service as a ticket clerk in Ferry ticket office, SF, in May, 1936, became telephone solicitation agent in April, 1939, and in Dec. 1940, was named passenger agent, SF. He joined the Army in April, 1942.

PACIFIC FRUIT EXPRESS: **H. C. Morrison** to lumber agent at Portland (see picture, page 13). He entered PFE service in Jan. 1929, as a car repairer at Tucson store and held various positions there including section storekeeper and stockman until August, 1936, when he transferred to LA stores as stockman. Later he advanced to general store foreman there and in August, 1942, returned to Tucson as storekeeper. Since May, 1944, he has been asst. dist. storekeeper there.

SYLVIA O'LOGHLEN, one of the most beloved of the "old guard" of General Offices, retired Jan. 31 as chief clerk in Contract Attorney's office after almost 47 years' service. She is shown above (left) cutting cake at her retirement party and at right with some of her associates (l-r), Billie Worthington, Kay Burton, Ruth Dixon, Edith Ritchie, Betty Parliman, Marie Rockwell and Mary Rose. Sylvia started service as stenographer in the Hospital Dept. in July, 1899, and transferred to the Law Dept. in 1903. She has been chief clerk in Contract Attorney's office since 1920 and has seen many of her "boys and girls" go on to positions of importance in the Company and elsewhere.

Retired

GENERAL OFFICE: **Fred E. Slater,** chief clerk in Office of Vice President Operations — General Manager, Feb. 15. During the 36 years he worked with Southern Pacific he held positions at points all along Pacific lines and won many friends for himself and the Company. With previous service on T&NO and other lines dating to Feb. '05, Slater came to SP in Feb. 1910 as a clerk on Western Division. In 1913 he transferred to Sacramento Division where he was named asst. chief clerk to supt. in 1915. Two years later he went to Tucson Division in that capacity and in 1918 was named chief clerk on Shasta Division, taking the same position on San Joaquin Division in 1921. The following year he became chief clerk to asst. general manager, Northern District at Portland, and went to the General Office, SF, as chief clerk in the Operating Dept. in July, 1923. He served as supervisor of transportation and general service inspector from 1927 to March, 1938, when he was named to the position from which he retired.

Fred Slater

Annuities approved: **Calvin H. Holmes,** agents account clerk, Asst. Gen. Aud. Office; **John A. Kennedy,** traveling freight and passenger agent, Boston.

SPSS LINES: Annuities approved: **Frank E. Lennon,** waiter; **Charles S. Willis,** electrician.

NORTHWESTERN PACIFIC: Annuities approved: **Grove H. Foster,** locomotive engineer, Southern Division; **Walter H. Richards,** section stockman, Southern Division; **Ezra L. Yeager,** section foreman, P&SR.

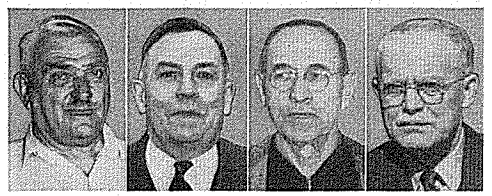
COAST: Annuities approved: **Richard W. Bernsdorf,** passenger car foreman; **Matthew Donlon,** sheetmetal worker; **Reuben S. Henderson,** asst. engineer; **Milton C. Heyn,** locomotive engineer; **Frank M. Merrill,** locomotive engineer; **Thomas O'Brien,** delivery clerk; **Venturino Petrocco,** yard cleaner; **Sylvanus B. Parker,** yardman; **Ross Richard Smith,** yardman.

LOS ANGELES: Annuities approved: **Edward F. Acree,** carman helper; **William J. Caldwell,** brakeman; **Elmer A. Dimeling,** fireman; **Arnold V. Moore,** clerk; **Lemuel Watson,** locomotive engineer; **Edward W. Wilson,** machinist.

LOS ANGELES SHOPS: **Alfred Arends,** machinist welder, Jan. 31 (see picture page 12). Arends worked continuously with SP from March, 1923, when he was an electric welder at Sparks. He transferred to LA Shops in March, 1929, as a boilermaker welder and has served as machinist welder there since July, 1937. Annuity approved: **William N. Hess,** freight carman.

PORTLAND: **Maurice L. Coturri,** division

1946 OFFICERS AND BOARD OF GOVERNORS of SP Club of San Francisco are (front row, l-r) Mary Nolan, Opal Canine, Reg. Wilson (exec. vice pres.), Marian Campbell (vp-socials), Carlton Newell (president), Marian Morgan (vp-athletics), George Frey (treas.), Margie Zarza (secretary), Florence Schraemli. Back row: Wm. Boyer, T. E. Voigt, Harry Tettenham (past pres.), O. E. Lovett, H. F. Taubenroth, S. P. Ward, Fred Romani.



ON VETERANS' HONOR ROLL went the names of these well-known railroaders during the past few months. Left to right: Serafino Caseleggio, hammersmith helper, Sacto Shops, after nearly 24 years' service; Adolph Gleie, machinist, Sacto Shops, after 51 years' service; Herbert E. Roberts, piper, Sacto Shops, after 23 years' service; and Harry Murphy, machinist, El Paso Roundhouse, after 40 years with SP.

special agent, Feb. 15, closing the active career of one of the most widely-known peace officers in the Pacific Northwest. Coturri entered the Company's Police Department in August, 1907, and, after handling assignments on several divisions, was transferred to Roseburg in Jan. 1914. He has been division special agent since Oct. 1915. During his long career he investigated numerous outstanding criminal cases including the search for the late Roy Gardner, sensational mail train robber and escape artist of the 1920's, and locating and convicting of the DeAutremont brothers, notorious train robbers of the '20's.

Annuities approved: **Robert L. Collins,** conductor; **George F. Hoffman,** milliman; **William T. Illingworth,** crossing watchman; **Martin K. Nemm,** carpenter; **Robert Ownby,** carman; **John T. Sielicky,** boilermaker; **Ray A. White,** hop house foreman.

RIO GRANDE: **J. J. Morrissey,** conductor, Jan. 30, completing a railroad career of 50 years. With previous experience he started work on the EP&SW in Feb. 1904 as a brakeman and has been in train service until his retirement, coming to SP in 1924. On his last run he was greeted at Douglas by townspeople, their band and civic leaders.

Annuities approved; **Michael J. Hessions,** car inspector; **Richard Roberts,** roundhouse laborer; **Robert L. Timmins,** locomotive engineer; **Edward L. Young,** locomotive engineer.

SACRAMENTO: **Leonard W. Harmon,** locomotive engineer at Truckee, Jan. 1. **Nick Zucke,** engineer, Dec. 19. Annuities approved: **Frank F. Bush,** telegrapher; **James Delaney,** car inspector; **Christ Guzalis,** freight carman; **Frederick W. Johnson,** mail handler; **Hubert H. Lawler,** lead car inspector; **Henry E. Scharf,** asst. car distributor; **Jesse H. Shearer,** locomotive engineer.

SACRAMENTO SHOPS: **Adolph F. Gleie,** machinist, Feb. 15 after 51 years' service at the Shops. He started there as machinist apprentice, Feb. 1, 1895. When fellow-workers gathered to extend their best wishes he said he believed his long years of service qualified him to say, "This IS a friendly railroad."

Albert Jones, lead workman in the bolt forge shop, Dec. 31. He started with SP as blacksmith helper at the Shops in Sept. 1898, and worked in that position until 1906 when he became an oiler in the bolt shop. He advanced to blacksmith in 1920 and has been lead workman since 1935. **Earl Roberts,** piper in Car Dept., Jan. 31, after 30 years' service at the Shops.

Annuities approved: **Andrea Carnesi,** boilermaker; **John Giaggini,** blacksmith helper; **John I. Guidery,** freight car builder.

SALT LAKE: **Albert N. Payne,** car builder, Nov. 30. Annuities approved: **George A. Abbay, Jr.,** yardmaster; **Nicolino Andreotti,** laborer, **Ole Backe,** water service mechanic; **William Champagne,** machinist; **Daniel J. Fodrin,** agent at Sparks; **Ammon W. Poulsen,** B&B carpenter; **Bert G. Raitt,** conductor; **John H. Wise,** locomotive engineer.

SAN JOAQUIN: **Herman H. Creger,** conductor, Nov. 30; **Lemuel Watson,** engineer, Nov. 30; **Oscar L. Van Deusen,** cashier, Dec. 31; **Frank Finnegan,** hostler, Dec. 31; **Frank Daugherty,** conductor, Dec. 27; **Arthur Vineyard,** pipefitter, Dec. 31; **Robert J. Scholtz,** conductor, Dec. 31; **Earl M. Waller,** engineer, Jan. 8; **Cleveland M. Simmons,** section foreman, Jan. 7; **Charles E. Sage,** conductor, Jan. 15.

WM. ANGLE and GEO. SCOTT retired last month, Angle (left) as water serviceman at Colfax after 30 years' service, Scott as foreman, West Oakland Wood Preserving Plant, after nearly 42 years with SP. Angle, 72, is oldest known native-born Colfax resident. For further details of Scott's service see Retired.

Annuities approved: **William O. Davis,** conductor; **Daniel W. Pillsbury,** locomotive engineer; **Charles B. Safford,** car foreman; **William J. Westfall,** section foreman.

SHASTA: **John H. Hickey,** signal supervisor, Jan. 31. He started as a signalman on San Joaquin Division in Feb. 1901, working on signal construction over the Tehachapi Mountains. He later transferred to Coast Division where he was named asst. signal supervisor in May, 1907. He went to Shasta Division as signal supervisor in Sept. 1915 and when the division was merged with Sacramento Division in 1933 he stayed at Dunsmuir as asst. supervisor. With the re-establishment of Shasta Division in 1941 he again took over duties of supervisor. **A. B. Cooper,** clerk, Dec. 31, after 39 years' service at Dunsmuir.

Annuities approved: **William J. Conley,** conductor; **George H. Justice,** agent-telegrapher.

TUCSON: Annuities approved: **Albert Goldthorpe,** water service mechanic; **John C. Nash,** telegrapher.

WESTERN: Annuities approved: **George G. Ahlers,** general foreman; **Alpheus Davis,** agent-telegrapher; **Manuel R. Ferreira,** night watchman; **Harry E. Holden,** yardman; **Blain C. McCulloch,** car foreman; **Albert A. Schmidt,** warehouse foreman; **Henry Sharp,** digger; **Thomas F. Smith,** brakeman; **Allan Trimble,** conductor.

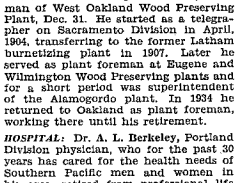
STORES: **Herbert Cox,** section stockman at Brooklyn Stores, Feb. 1, rounding out 35 years' of service which began in April, 1910, when he started working at Sacramento Stores. He transferred to Brooklyn in June, 1912, and later was storekeeper at Beaverton, Oregon, before returning to Brooklyn as section stockman. (See picture page 12.)

O. F. "Oscar" Bordner, helper at LA Stores, Jan. 31, completing more than 20 years' service with Southern Pacific at Los Angeles. Among those present at ceremonies held in his honor was his son, Harold, now a Navy storekeeper, who hopes to return to Southern Pacific very soon.

Annuities approved: **Joseph F. Heintz,** helper at Brooklyn Stores; **Arthur A. Readdy,** yard and switching clerk, Sacramento Stores.

ENGINEERING: **George M. Scott,** foreman of West Oakland Wood Preserving Plant, Dec. 31. He started as a telegrapher on Sacramento Division in April, 1904, transferring to the former Latham burnetizing plant in 1907. Later he served as plant foreman at Eugene and Wilmington Wood Preserving plants and for a short period was superintendent of the Alamogordo plant. In 1934 he returned to Oakland as plant foreman, working there until his retirement.

HOSPITAL: Dr. **A. L. Berkeley,** Portland Division physician, who for the past 30 years has cared for the health needs of Southern Pacific men and women in his area, retired from professional life Jan. 31. Dr. Berkeley, who has worked for SP since 1914, earned his medical degree at Rush Medical College, Chicago.



MAURICE L. COTURRI retired Feb. 15 as special agent, Portland Div., after almost 39 years' service. For a few highlights in Coturri's exciting career, see Retired column.

EUGENIA C. DUNN became the first woman to retire from LA Freight Station when she completed over 25 years' service Jan. 31. Eugenia, who was typist-clerk, was congratulated by A. V. Anderson, local freight agent, and her fellow workers.

Died

COAST: **Alfred T. McQuaid,** clerk at 4th & Berry freight station, SF, Feb. 3. Pensioners: **William Bland,** better known as the "Deacon," janitor at 4th & Berry freight station, Jan. 26; **George Edgar,** mill foreman, Jan. 21; **Lewis J. Ficken,** locomotive engineer, Jan. 8; **Sherman French,** chief clerk of Watsonville freight office, Jan. 6; **Charles J. Galloway,** electrician foreman, Jan. 29; **Charles McDonald,** clerk, Jan. 18; **Christian F. Madsen,** signal maintainer, Feb. 3; **Gaetano Peccia,** car repairer, Feb. 20; **John Stover,** shed foreman, Feb. 11; **George A. Van Sickle,** locomotive engineer, Jan. 21; **Fred A. Wirz,** asst. car foreman, Feb. 4.

EL PASO SHOPS: **Claud L. Eastment,** sheetmetal worker, Dec. 26. **Walter W. Falk,** sheetmetal worker, Jan. 5. **Frank Hill,** boilermaker, Jan. 10. **Jesus Loya,** boilermaker helper, Jan. 24. Pensioner: **Ernest G. Gnauck,** sheetmetal worker, Jan. 12.

LOS ANGELES: Pensioners: **Joseph McNerney,** car inspector, Feb. 5; **Joseph B. Padden,** freight clerk, Feb. 1.

LOS ANGELES SHOPS: Pensioner: **John Elliott,** machinist, Jan. 29.

PORTLAND: **Anton Kravolic,** car inspector, Jan. 24. **Arthur T. Hoyle,** clerk, Feb. 9, following a long illness. Pensioner: **Edward A. Schneider,** conductor, Jan 26.

RIO GRANDE: Pensioner: **John M. Johnson,** conductor, Jan. 22; **Louis C. Peschke,** hostler, Jan. 15; **John W. Wylie,** locomotive engineer, Jan. 26.

SACRAMENTO: **William J. Cassinelli,** brakeman, Feb. 13, after an illness of two weeks. **Earl Bates,** conductor, Feb. 11. **Carl Fox,** locomotive engineer, Jan. 24. **Frank Volpe,** machinist helper, Jan. 22. Pensioners: **Eugene M. Holmes,** locomotive engineer, Jan. 30; **Alexander Livingston,** locomotive engineer, Feb. 7.

SACRAMENTO SHOPS: **Elmore L. Bridgham,** machinist, Feb. 9. **Adolph Lemke,** pipefitter, Jan. 19. **Jeff Davis,** machinist helper, Feb. 1. Pensioners: **August H. Brown,** hammerman, Feb. 5; **Charles D. Quaresma,** molder, Jan. 29.

SALT LAKE: **S. J. Shanks,** signal maintainer at Deeth, Jan. 29. **John H. Wise,** locomotive engineer, December 12. **Peter Aimone,** boilermaker helper, Dec. 15. **Oliver G. Purdy,** locomotive engineer, Dec. 20. **James C. Ainsworth,** locomotive engineer, Dec. 22. **Roy Rogers,** conductor, Feb. 12. Pensioner: **William Smyth,** clerk-trucker, Jan. 6.

SAN JOAQUIN: **Melvin A. Casey,** locomotive engineer, Nov. 29. **Byron W. Misenhimer,** cashier, Dec. 27. **Charles C. Otis, Jr.,** telegrapher, Dec. 28. **Claude F. Davis,** conductor, Dec. 29. **Burley E. Vaughn,** telegrapher, Jan. 5; **John L. Hogeboom,** car inspector, Jan. 8. **William R. Rowland,** engineer, Jan. 10. **C. S. A. Smith,** engine watchman, Jan. 6. Pensioners: **Lester J. Burt,** roundhouse foreman, Feb. 8; **Wilbur K. Frye,** locomotive engineer, Jan. 15; **Thomas J. Moran,** locomotive engineer, Jan. 3.

SHASTA: **Samuel H. Shannon,** sheetmetal worker helper, Jan. 11.

TUCSON: **Carlos G. Alvarez,** painter and veteran of World War II, Feb. 2. **Earl G. Haggerty,** trucker at Phoenix, Feb. 7. **Hiliaro Hernandez,** machinist helper at Yuma, Jan. 30. **Richard W. Newby,** yard clerk at Phoenix, Feb. 1. **Carlos Robles,** machinist at Tucson, Jan. 24. **Bernard C. Spink,** yard clerk at Yuma, Feb. 6.

WESTERN: **Tom Copeland,** locomotive engineer, Feb. 3. **Gus Veikos,** mail handler, Feb. 4. **Fred A. Losee,** locomotive engineer, Feb. 21. Pensioners: **E. L. Bradeson,** yardmaster, Feb. 10; **Anthony J. Carney,** apron tender, steamer dept., Feb. 3; **Joseph F. Dias,** deckhand, Jan. 15; **James Ryan,** RH foreman, Jan. 22.

DCH&R: Pensioners: **Lezan Broussard,** cook at Los Angeles, Jan. 12; **Lily Morey,** seamstress, Oakland laundry, Jan. 19; **Mrs. M. E. Parker,** forelady seamstress, Oakland laundry, Jan. 12.

GENERAL OFFICE: Pensioners: **V. A. Creed,** clerk in accounting Dept., Jan. 25; **Mary H. Shields,** chief clerk, Law Dept., Jan. 23; **William Weaver,** head janitor, Lease Agent's Office, Feb. 13.

NORTHWESTERN PACIFIC: **Emil Benson,** bridge watchman, Feb. 13. Pensioner: **Selden C. Benepe,** conductor on Southern Division, Jan. 25.

PACIFIC FRUIT EXPRESS: **John E. Newman,** icing foreman at Carlin, Feb. 5.

TRAFFIC: Pensioner: **Richard Warren,** traveling freight agent at El Paso, Feb. 4.

Married and Engaged

Rice and old shoes are in order for the following SP couples who have recently announced their marriages: **Tom Gilmartin,** division clerk in Aud. Frt. Accts., SF, to Grace Payne, Feb. 18. **Jeanne Fox,** clerk in demurrage section, 4th & Berry freight station, SF, to James Handley, recently returned from two years overseas duty with the Army. **Florence Moore,** head steno in Supt's Office, Bakersfield, was discharged from the Waves Feb. 2 and was married to E. L. Matson, Feb. 17. **George Zenovieff,** machinist apprentice, Sacramento Shops, and Virginia Mae Harold, Jan. 18. **George Beck,** clerk in Aud. Frt. Accts., SF, and Catherine Covey, Feb. 15. **Betty Young,** clerk-typist in crew dispatcher's office, West Oakland, to Angelo Di Giacomo, Feb. 23. **Ross H. Elliott,** revising clerk in Phoenix freight office, and **Alverda Boggs,** OS&D clerk there, Feb. 17. **Robert Tetlow,** machinist in Sacramento Shops tool room, was married Jan. 28, but he didn't tell his bride's name.

Delberta Lutrell, clerk at Dunsmuir, to Bill Murphy, USN, Dec. 20. **Phyllis Fanucchi,** relief clerk in PFE office, Watsonville Jct., to Russell Denning, Jan. 27. **Everett Carter,** clerk in Aud. Frt. Accts., SF, to Kathleen Cahill, Feb. 16.

VIRGINIA HANSEMAN (right) stenographer in supt's office, Ogden, became the bride of Ray Sieben Jan. 10. Bridesmaid was Fay Watkins (left), secretary to chief clerk in same office.

Rita Brandt, telephone operator, Eugene, to Brakeman **James A. Whatley,** also of Eugene. **James M. Main,** senior MP&C timekeeper, Portland, to Luella Dunlap, Feb. 9. **June Souply,** Bill clerk at Portland Park Street station, to John H. Luukinen, Feb. 16.

Bob Raymond and **Claude Pickering,** machinists at Sacramento Shops, won more than the war while serving overseas—they each won an English bride. The two couples were reunited last month with the arrival of the girls at Sacramento, having come to the States Feb. 3, with 2,400 other GI brides.

Among those SP folks who recently announced their marriage intentions are: **Audrey Dean,** tracing bureau clerk, Aud. Frt. Accts., SF, announced her engagement Feb. 7, to Hugh Kirkland. Another couple with "down the aisle" ideas is **Hilda Stanley** and **Gale Humphrey** of Dunsmuir. They're engaged but no wedding date has been set. Hilda is trainmaster's clerk and Gale is machinist helper.

When **Dick Gass,** government bill of lading clerk at 4th & Berry freight station, SF, returned to his job recently after 26 months in England, he announced his engagement to Joyce Ingold of London, whom he met at the famed Red Cross Columbia Club. He says they plan to be married late next summer or early fall, depending on when Joyce is able to come to America.

New Arrivals

Hearty congratulations to these railroaders who recently welcomed new sons to their homes: E. S. Elswood, station timekeeper at Ogden, Feb. 8; **Luis Vidal,** carman at El Paso Shops, Jan. 9; **Phillip Harris,** steno-clerk in Master Mechanic's Office, Roseville, Jan. 4; **Catherine Beauregard,** file clerk in Master Mechanic's Office, Roseville, Jan. 20.

And also to these SP folks whose newcomers were daughters: **Jeanne Frost,** stenographer in MofW Dept., Ogden, Feb. 8; **Addison L. Hupman,** mail clerk at 4th & Berry freight station, SF, Dec. 23; **James P. Quinn,** recently discharged from the Navy and now back on his job as fuel statistician at Bakersfield, Jan. 20; **Don Harris,** welder at Dunsmuir, Jan. 5; **Lawrence Shelburne,** machinist at Dunsmuir, Jan. 8.

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$64 QUESTION BRINGS A Billion Dollar Answer

Coming out of the war—in which they were called upon to carry more than 90 per cent of the military transportation load—the railroads are being asked this question:

"What are you going to do about peacetime equipment and services?"

And here's the answer for 1946:

A billion dollars' worth of new passenger and freight cars, new locomotives, new and heavier steel rail, new operating facilities, new equipment, materials and supplies of all sorts.

This means new ideas in cars—whole new trains—providing the utmost in safety, comfort, and luxury. New motive power. Better tracks and roadbeds. New standards of dependable, all-season freight service.

For the future, the answer is to be found in a continuation of railroad research for better transportation service, carried on more actively and on a broader front than ever before.

And all of it—not just the cars and engines, but the roadbeds upon which they run and the fixed facilities they use—is paid for with railroad money—no government subsidy—no federal, state, or municipal aid—no money from the taxpayers.

Operating on this self-supporting business basis, the railroads provide America with the greater part of the transportation upon which its future prosperity depends—at a cost averaging well below that of any comparable service anywhere in the world.

AMERICAN RAILROADS

IN PARTNERSHIP WITH ALL AMERICA